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[a213] THE MANAGER

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LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, AUGUST 3RD, 1910.

CHURCH and State are in conflict in Spain. The Government, strengthened in their determination by the verdict of the electorate at the recent general election, have resolved on certain modifications in the relations between Church and State, with a limitation in the number of religious orders, and as their negotiations to this end have only succeeded in rousing the opposition of the Vatican a "declaration of war," as it is termed, is the outcome. Such result need occasion no surprise. It was, in fact, inevitable. If history has revealed anything, it is the outstanding fact that the Vatican never makes compromises, and as Italy and France have found that they had to make their own terms, so will Spain realise before the present struggle is concluded that she will have to do likewise.

The national church of Spain is the Roman Catholic, and practically the whole of the population of the Kingdom adhere to that faith. There are, of course, a number of Protestants, Jews, rationalists, and others professing different religions, and though they are not without influence in the country, the aspirations towards the separation of Church and State, which are the causes of the present trouble, are cherished by many who subscribe to the tenets of the national Church. The Constitution requires the nation to support the clergy and buildings of the Church, and for this purpose the State annually expends over 40,000,000 pesetas. For some years efforts have been made to secure a reduction of the Church estimates, and considerable progress must have been made in educating public opinion on this point when the recent elections justified Spain

CANALEJAS, the Prime Minister, in proceeding to negotiations with the Vatican. It is, of course, unfortunate for any country when politics are deeply concerned with religion. Britain is not free from the same unhappy experience, and practically every country in Europe has passed through a similar plight, so it will be seen that Spain is only following the course which others have already covered, or are at present traversing. The proposed reduction of the Church estimates, and the correlated limitation in the number of religious orders, implies a considerable modification of the Concordat of 1851, by which the relation between the Church and State and the position of the religious orders are regulated, and it is not at all improbable that the abolition of the Concordat may be contemplated. Austria, Germany, Italy, and France have each in turn repudiated the connection between Church and State. They have each declared the subjection of the Church to the State, and with these examples quoted in favour of resisting the claims of the Vatican, the Spanish Government will be well supported by precedent in the action they have begun. That the Government are serious is evident from the utterances of the Premier, as well as from the course already adopted. The Spanish Ambassador to the Vatican has been recalled, and the Vatican regards this as a declaration of war and declares its intention of fighting the Premier and those who approve of the anti-clerical programme. His Holiness will doubtless be induced to use the weapons of his spiritual armoury and to threaten with the ban of the Church those who, while being good Catholics, cannot see their way to support a regime abandoned by the enlightened countries of Europe, but though it will undoubtedly embitter the struggle, such policy is not likely to materially affect the issue. Politicians and patriots in other countries have risen superior to clerical terrors, and there is no reason to doubt that those of Spain will prove as valorous or as dignified. Once the bitterness associated with strife is removed, both will realise that the change has been mutually beneficial. The separation will enable the Government to devote the funds hitherto applied to Church purposes to useful works of State, while the Church, having become dependent upon voluntary effort, will be stimulated to fresh energies, will command greater sympathy, and, resting upon the affection of the people, will become more firmly established than if it were founded upon State support.

The twenty-third case of plague this season (fatal) was reported yesterday.

At the half-yearly general meeting of shareholders of the Osaka Shosen Kaisha, a six per cent dividend was approved.

"The Yellow Dragon" for July has made its appearance. Apparently the magazine is in a parlous state, and changes are contemplated.

It has been officially announced at Berlin that the German Crown Prince will make a round the world trip, during which he will visit India, China and Japan.

Before Mr. E. B. Hallifax at the Magistracy yesterday three native boatmen were fined \$15 apiece for making fast to the steamer *Signal* while under way.

We have received from the American Consulate-General at Hongkong a copy of the following telegram despatched from the Manila Observatory at 12 noon yesterday:—Depression northern part China Sea.

The editors of two Chinese papers at Shanghai were last week charged at the Mixed Court with publishing libels against the British Government at Weihaiwei. The Magistrate and Assessor could not agree as to the punishment to be inflicted, and the matter was adjourned.

The health return for last week shows more entries than usual. Three cases of plague were notified during the week ended July 30th (all Chinese), one of diphtheria (British), one of enteric fever (British), two of purpural fever (Chinese), one of scarlet fever (British), and one of smallpox (Chinese).

The return of visitors to the City Hall Library and Museum for the week ending the 31st July, 1910, shows that of non-Chinese there were 427 to the Library and 173 to the Museum, and of Chinese 160 to the former and 2,124 to the latter. The Library was, therefore, used by 607 persons and the Museum by 2,297.

In view of the increasing number of passengers by Shanghai liners in the hot season, the Nippon Yusen Kaisha has decided to attach a special physician to each of its Shanghai liners between Nagasaki and Shanghai, commencing with the *Chikugo-maru*, which was despatched from Yokohama on July 24th.

Inspector Robertson charged a Chinese before Mr. J. E. Wood at the Magistracy yesterday with attempting to obtain opium by false pretences. The defendant is alleged to have entered a shop, ordered a box of opium, and after examining it, to have returned it. He is said to have returned an empty box, however, instead of a full one. The hearing was adjourned, bail being fixed in the sum of \$100.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 16th July, 1910, amounted to 26,650.99 tons and the sales during the period to 18,768.16 tons.

It is stated in Russia that the transit duties which will be introduced on the Siberian Railway will only be levied on the line from Vladivostok to Pogradjkiya, the point where the Siberian and the Manchurian Railways meet. It is further asserted that no transit duties will be levied from Germany via Siberia to Manchuria, nor will the open door of Manchuria be affected by the Russian measure.

A tremendous earthquake has occurred on Mount Usu in the Hokkaido. The disturbances commenced on the 22nd ult., when 183 severe shocks were felt. On the 24th the disturbances produced hundreds of small cracks all over the mountain. On the 26th, while smiting quantities of sand and muddy water, the mountain itself was subsiding. Yet at the same time a sand hill arose in Usu Bay, from a depth of four fathoms.

Having in view the importance of establishing efficient and rapid communication with the northern and western frontiers, the Yunnan Pa is, says the *Peking Daily News*, considering the question of introducing wireless telegraphy into the Empire for receiving and transmitting official and commercial dispatches between those regions and the various provincial capitals. Arrangements have been made, it is stated, with some foreign firms for the purpose of ascertaining the best system of wireless telegraphy. As an experiment, two stations will be established, one in Peking and one in Nanking, wherein Telefunken apparatus will be installed.

## THE MACAO TROUBLE.

The extraordinary statements in circulation concerning the Colovan affair are illustrated by the following, taken from an English journal printed in Japan:

"A Peking telegram says that owing to the divergence of views on the occasion of the recent conference before the Throne, the opinion of Admiral Sal Chen-ping was asked. He replied that China would certainly be able to defeat Portugal if hostilities were opened. Thus the 'stalwart policy' gained the ascendancy. But owing to a warning from Prince Ching and a Grand Councilor, the authorities concerned were ordered to act moderately."

## LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council, is called for Thursday afternoon. The business includes the following resolution:—

"That the percentage on the valuation of tenements payable as rates in the under-mentioned places be altered from the 1st day of October, 1910, as follows:—  
Taihang ... From 9 to 10 1/2  
Tunglown ... 10 1/2 to 12 1/2  
Whitfield ... 10 1/2 to 12 1/2  
Shaukwai Road, as far as L.L. 1623 ... 10 1/2 to 12 1/2"

The orders of the day are:—First reading of a Bill entitled, "An Ordinance to provide for the segregation and treatment of leprosy." First reading of a Bill entitled, "An Ordinance to amend the Marriage Ordinance, 1875." Third reading of the Bill entitled, "An Ordinance to amend the Crown Lands Resumption Ordinance 1900, and to make special provision for the Resumption of Crown Lands of small value for public purposes." Committee on the Bill entitled, "An Ordinance to provide for the narrowing, stopping up, diversion, turning or alteration in levels of Highways." Committee on the Bill entitled, "An Ordinance to authorise the Appropriation of a Supplementary Sum of Three hundred and fourteen thousand five hundred and thirty-three Dollars and thirty-two Cents, to defray the Charges of the Year 1909." Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

Will not be proceeded with at this meeting.

## ARTIFICIAL RUBBER.

The news of the discovery in Kiel of an artificial rubber has been one of the sensations of the past month, says a Paris exchange. The discoverer is Professor Harries, one of the leading authorities in Germany on all matters pertaining to rubber. The process is based on the boiling together, under certain conditions, of isopren with acetic acid (Eisessig) in a closed tube, the result being the creation of a grey composite possessing all the properties of pure rubber, and capable of being vulcanised in the same way as gutta-percha. At present this artificial rubber has only been produced in small quantities, but it is the professor's opinion that when his method has been further developed it will permit of the placing on the market of a commodity at one-third the cost of real rubber.

The directors of leading rubber importing and manufacturing houses are rather inclined to be optimistic, considering the authority Professor Harries enjoys not only in Germany but abroad as well. Practical experiments in this branch of chemistry have advanced so rapidly that there can be no doubt that within a few years an artificial substance will be produced which will bring down the inflated prices on the market. The growing consumption of caoutchouc—especially in the making of airships—accents to a great extent for the boom, and should Professor Harries, who has patented his method, really be able to create a commercial substance, the effect will be sensational.

There is only one other parallel in history of a similar industrial revolution, and that is indigo. At first aniline colours produced in laboratories were too expensive to be taken seriously by the trade. But when they were put on the market in large quantities at a cheaper price than the real indigo, they ruined Great Britain's monopoly, and, naturally, threw her off her feet. In rubber we are on the eve of a similar happening, though it must at the same time be admitted that years are likely to pass before the crash comes.

The news of such a discovery must not fail to impress greatly the rubber producers of the Far East, especially those in Sumatra, Java, and the Philippines, where this culture is extensively grown.

## TELEGRAMS.

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## CHINESE GOVERNMENT APPOINTMENTS.

PEKING, August 2nd.

His Excellency Wu Ting Fang (former Ambassador to Washington) is to be appointed to the new post of adviser to the Waiwupu, Prince Tsai Tao is to be appointed adviser to the army, and similarly Prince Tsai Hsun is to be appointed adviser to the Navy.

## CHANGSHA RIOTS COMPENSATION.

PEKING, August 2nd.

The Inland Mission refuses the compensation offered for damage to its property during the Changsha riots. The German claim has been settled by Taels 50,000, that of France for Taels 40,000, and the others are unsettled.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE TROUBLE IN TIBET.

LONDON, August 1st.

Reuter's correspondent at Calcutta states that the traders in close touch with Tibet are confident that the Tibetans, who are grateful for Britain's hospitality to the Dalai Lama, will not attack the British trade agencies, and they also declare that if trouble arises it will be due to the Chinese attempting to punish the Tibetans who intercepted the Chinese when pursuing the Dalai Lama.

Reuter's correspondent at Simla wires that Siliguri will serve as a base of possible British operations.

## KING RECEIVES JAPANESE OFFICERS.

LONDON, August 2nd.

The King and Queen have received at Marlborough House the officers of the Japanese cruiser "Ikoma," the Ambassador, Mr. Kato, presenting the visitors to their Majesties.

Commander Aoma has written to the Press thanking the public of London for the cordiality and kindness of the reception accorded the Japanese naval visitors.

[FROM THE "N.C. DAILY NEWS."]

## COUNTY CRICKET.

LONDON, July 28th.

The following are the results of the cricket matches played on July 25, 26 and 27:—

Surrey beat Northamptonshire at the Oval by an innings and 131 runs; Yorkshire beat Derbyshire at Bradford by an innings and 110 runs; Lancashire beat Sussex at Liverpool by ten wickets; Essex beat Kent at Leyton by 180 runs; Leicestershire beat Warwickshire (July 23, 25 and 26) by an innings and 79 runs, and the match between Nottinghamshire and Gloucestershire at Nottingham was drawn.

[FROM THE "CABLENEWS AMERICAN."]

## JEFFRIES CLAIMS FOUL PLAY IN BIG FIGHT.

WASHINGTON, July 26th.

Jeffries, the defeated pugilist, claims that foul play was used to defeat him in the fight on July 4th. The Press is making much of the allegations and that part of the public interested in the ring are considerably agitated over it. Tex Rickard demands that another match with Johnson be given Jeffries to vindicate his claim.

## REBELLION IN CUBA.

WASHINGTON, July 27th.

Dispatches from Havana say that a new rebellion has broken out in Cuba. It is headed by Miniot and Jane, leaders in the opposition party. The principal centre of the disturbance is at El Caney and the government is rushing troops to that place with all possible haste.

WRIGHT AND GREIG'S "PREMIER"

SCOTCH WHISKY—just the same as you get at home in Scotland.—Adv.

## SUPREME COURT.

Tuesday, August 2nd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING JUSTICE OF THE PEACE).

CLAIM FOR PROVISIONS SUPPLIED.  
Mr. Cameron was sued by Chan Cho to recover \$91.44, balance due for provisions supplied.

Mr. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the plaintiff, and Mr. J. H. Gardiner represented the defendant.

Mr. Harris in opening said the plaintiff claimed for value of provisions supplied. The account had been running for about three months, and although a good many payments had been made on account there was still the balance claimed due. He did not know to what extent his friend was challenging the plaintiff's figures, but the latter would put in his books to prove the goods he had supplied, the monies he had received on account, and the balance that was due.

After hearing evidence his Lordship entered judgment for defendant.

## LOSS OF AN O.S.K. STEAMER.

"TETSUREI-MARU" SINKS OFF KOREAN COAST.

The O.S.K. steamer *Tetsurei-maru* (2,142 tons), which left Tairen for Osaka on the 21st July, ran on a rock off Chindo Island, near Mokpo, South-eastern Korea, at 8 p.m. on the 22nd, and sank. Her passengers and crew numbered 246.

The passengers, says the *Japan Gazette*, were transferred to six life-boats to be landed, but only two of these reached an island, the whereabouts of the others being at present unknown.

About forty members of the crew remained on board the steamer, and their fate is also unknown. The number of passengers safely landed is given as forty, among them being Mr. W. B. Cunningham, British Consul at Osaka, who was returning to his post from England. He has telegraphed his experience from Mokpo to the Consulate-General at Kobe.

On receipt of the news of the disaster, the Osaka Shosen Kaisha dispatched the *Amo-maru* from Fusan and the *Fukushima-maru* from Osaka to the scene of the disaster, while the Mitau Bishi salvage steamer *Oura-maru* proceeded from Nagasaki and the warship *Yodo* from Chemulpo.

Soon after the stranding of the vessel her first and second cabins were flooded level with the deck.

The cargo of the *Tetsurei-maru* consisted of beans, bean-oil and bean cake, 488 tons in all. Nothing is reported as to the safety of the mails.

The steamer had on board six cabin, 13 second-class and 105 steerage passengers, besides 59 soldiers. The cabin passengers included a Russian, in addition to Mr. Cunningham.

The *Tetsurei-maru* was launched from the Mitsui Bishi Yard, Nagasaki, in February, 1906. She was insured at Lloyds for Y.120,000. Her commander was Captain S. Ito.

It was by this steamer that the late Prince Ito proceeded to Manchuria on the trip on which he was assassinated.

The stranding is believed to have been caused by a dense fog prevalent at the time.

LATER DETAILS.

A Mokpo telegram to the Osaka Shosen Kaisha dated the 25th July says that the *Tetsurei-maru* has gone to the bottom. Of the passengers who boarded six boats, those on two boats were picked up by the steamer *Tomo-maru* and brought to Moji. Those on two other boats were also saved by the steamer *Otsu-maru*, which proceeded to Fusan, important documents being taken on board the steamer. The passengers on another boat were transhipped to the *Jindai-maru* for home. The remaining boat is still missing.

A telegram from the Residency-General received by the Naval Office in Tokyo says the *Tetsurei-maru* sunk off the Takeshima light-house, but all her passengers are safe. The British Consul for Osaka was taken on board the *Jindai-maru*. The warship *Yodo* and the steamer *Mishima-maru* left Chemulpo and Sasebo respectively on the 24th for the scene of the disaster.

## NURSE COMMITTED.

FURTHER EVIDENCE IN ABDUCTION CHARGE AT LEICESTER.

At Leicester the magisterial hearing was concluded of the charge against Dorothy Eileen Inglis, 23, a nurse, of forcibly removing a child named Ernest Mortimer Thomas, aged three, from the custody of its mother, Mrs. De Negri, wife of a Shanghai silk merchant. She was further charged with stealing jewellery and money valued at \$94, the property of Mrs. De Negri; and other jewellery, value £33, the property of Miss Harding.

Mrs. De Negri stated that the child was of her first marriage. She came to England from Shanghai on May 4. Towards the end of May she engaged a nurse for her child. On June 23, while on a visit to Mr. and Mrs. Harding at Syston, she went for a drive, and on returning found the nurse and child missing. Her boxes had been ransacked and jewellery and notes stolen. The accused had numerous testimonials, but they were all from Australian people.

Ernest Quinn, porter at the Golden Cross Hotel, Charing Cross, said accused came to the hotel with a child at half-past nine on the night of June 23. She engaged a room, changing a £10 note, and paying a deposit of ten shillings. After changing her attire she went away in a taxi, taking a suit-case and leaving the child in the hotel. She did not return.

Detective-sergeant Taylor and Sergeant Barrett gave evidence showing how prisoner was traced from London to Crews, and then to Birmingham, where she was arrested. On being apprehended she said she was sorry, and must have been mad, and she expressed the hope that the boy was all right.

Asked to plead, prisoner burst into tears. She said she had no intention of stealing the child, but admitted the other charges. Prisoner was committed for trial at the Sessions.

## LOCAL SPORT.

WATER POLO.

The V.R.C. and C.Y.C. met yesterday in the semi-final of the competition for the Hongkong Water Polo Shield at the V.R.C. bath. The former won by two goals to nil.

## INTERPORT SWIMMING.

Mr. Frank Lammet, secretary of the V.R.C., has received a letter from the Secretary of the Shanghai Swimming Club informing him that the swimmers of the Northern port are eagerly looking forward to the arrival of the Hongkong representatives. The 15th is fixed for the 1st, 2nd and 3rd of September, and will be carried out under the rules of the Amateur Swimming Association. The programme proposed includes races of 100 yards, 200, 440 and 880 yards, a team race and long plunge, throwing the ball, spring-board dive, high dive and water polo.

## BIG HONGKONG FAILURE.

We are informed that a large Chinese firm trading between Hongkong and Singapore, with premises in Wing Lok Street, has failed, involving a sum of about \$500,000. Of this amount \$70,000 is said to be due to a European bank.

## THE PACIFIC SHIPPING TRADE.

We announced yesterday that the Toyo Kisen Kaisha had given six months' notice to the Pacific Mail Steamship Company of their intention to terminate the existing working agreement. We learn from Japanese sources that the Toyo Kisen Kaisha has effected a contract with the Western Pacific Railroad Company for a working arrangement, and that a new pier, No. 34, for the Toyo Kisen Kaisha, has been completed at San Francisco.

In this connection the following from the *Victoria Colonist* of the 3rd July is of special interest:—

Explanation of the announcement of the proposed construction of two great trans-Pacific liners of the type of the *Georgs Washington*, of the North German Lloyd for the Pacific Mail Company's service from San Francisco to the Far East is now forthcoming. An agreement is pending between the Western Pacific Railroad (the Gould system) and the Toyo Kisen Kaisha, which operates the big turbine steamers *Chigo-maru*, *Tonyo-maru* and other liners from Hongkong to San Francisco, for a traffic arrangement by the terms of which the Gould transportation lines propose to make a big bid for a share of the Oriental trade.

The Western Pacific road has begun its freight service, and will begin its transcontinental passenger service between August 15th and 20th.

Evidently in anticipation of a competing trans-continental railroad at some future date, the Japanese line, when the three-oceaned agreement with the Pacific Mail and Occidental Steamship Companies was reached, insisted upon the insertion of a clause in the contract whereby it may recede from the agreement at any time, provided a ninety days' notice is given. It is upon the operation of this clause, it is said, that the big Japanese company will be able to avoid entanglements by withdrawing and affiliating itself by traffic agreements with the Western Pacific.

Under the terms of the three-cornered agreement between the Pacific Mail, the Occidental and Oriental and the Toyo Kisen Kaisha, the vessels of each company are provided with docking facilities at the Pacific Mail's wharves. This arrangement, it is understood, is to be dissolved in the event of the Western Pacific-Toyo Kisen Kaisha affiliation, and provision for such an emergency is said to have been made by the Gould interests.

The trans-Pacific service of the three big companies and an ultimate break on the part of the Toyo Kisen Kaisha from the domination of the Pacific Mail has for years been a matter of speculation in traffic circles. Rumours of a contemplated withdrawal of the Oriental Company have arisen at intervals in recent years, but instead of the element of reliability in view of the practical monopoly of trans-continental traffic by the Hill and Harman roads and the Santa Fe, the latter road holding an agreement with the Harman interests in reference to facilities in reaching the docks.

But with the opening of the Western Pacific, which, with connecting Gould lines in the East and middle West will be a strong factor in trans-continental traffic, has again arisen the report that is no longer regarded as a rumour. In local railroad circles it is predicted that the dissolution of the three-cornered agreement of the trans-Pacific companies will be accomplished within sixty days. The Western Pacific, having already in operation its freight service, will begin its trans-continental passenger service between August 15th and 20th.

Plans of the Pacific Mail in connection with its trans-Pacific service indicate a realization on the part of the Harman company of approaching competition of a powerful nature. In accordance with its plans to improve its service the Pacific Mail has announced the construction of two new steamships with larger passenger and freight accommodations and possessing every modern convenience. The plan for the construction of the two steamships, as announced, call for the expenditure of \$6,000,000, or \$3,000,000 for each vessel.

The new ships, it is said, will closely resemble in construction the *Georgs Washington* of the North German Lloyd line, which is pronounced by many architects as perhaps the best type of marine architecture afloat. The new steamers, it is announced, are to be 650 feet in length, with a 70-foot beam, and will draw at the maximum 33 1/2 feet of water. They are to have 39,000 tons displacement.

They are to accommodate 500 cabin passengers, 150 second-class and 700 steerage passengers. This first-class cabins are to be equipped with 100 bath-rooms. R. P. Schwerin, vice-president and general manager of the Pacific Mail, is credited with the announcement of these plans, which is accepted in transportation circles as also an announcement that the Pacific Mail has determined to maintain a service on the Pacific coast that may be compared with the service of Atlantic steamship companies in order to compete with the threatened agreement between the Gould road and the Oriental Steamship Company.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Colonel Sir Joseph Fayer, P.M.O., Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon Tse, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

## THE SALISBURY ROAD CONVENIENCE.

The reply from the Government was read relative to the removal of the urinal in Salisbury Road.

The Colonial Secretary wrote: "In reply to your letter, No. 6139/10, of the 6th July, I am directed to thank the Board for their recommendation, and to state that the site suggested by them had already been considered by the Government, but that the site adopted has been selected as being the more convenient because the urinal in that position will serve the railway station as well as the public."

Mr. Hooper inquired—I see I am the first member to whom this correspondence is circulated. To-day is the 26th July and we were informed a week ago at the meeting of the Board that the correspondence could not then be read, as it was in circulation. Has the permission of the Board and the consent of the Governor-in-Council been obtained for the erection of the urinal in accordance with the law? If not, will the offending party be prosecuted?

The President explained that when he stated at the last meeting that this paper was circulated, what actually happened was that the circulating cover was signed by the Secretary and handed by him to his clerk, but it had not actually gone out. When he learned this he held it back in order that he might communicate further with the Government on the subject of section 162. The matter was referred to the Attorney-General, who stated that it did not apply; in other words, that the speaker was wrong, because section 162 was covered by section 4, which said that the carrying out of works belonging to the Crown or Colonial Government were excluded from this section. The President referred this matter to the Board because in ordinary circumstances the question of urinals was referred to the Board for the opinion of members. In this case of removal of the urinal did not think it necessary to refer the matter to the Board, but the speaker had followed the course which he had previously adopted.

Mr. Hooper thought it would be just as well, as the correspondence had been delayed for eight days, to get an opinion on it. He asked whether the President gathered from the Attorney-General's opinion that all government buildings, excluding wells and special things which were exempt, did not come within the purview of the Board.

The President said the question of maintenance was settled by Sir Matthew Nathan. Any public building, according to the former Governor, should be taken charge of by the Board, but this was a question of construction.

Mr. Hooper—I will deal with construction, sir. Will you go so far as to say that the Government can put up a latrine without coming to the Board, under the ruling of the Attorney-General?

The President—No, latrines are dealt with under a separate section.

Mr. Hooper—Was the Attorney-General asked to give an opinion as to whether a urinal was not a latrine?

The President—I think it would be as well if the Attorney-General's opinion was circulated. He went into that question.

Mr. Hooper—I was not aware of that. I became aware of it by looking up the question myself. I may take it that in future no urinal question will come before the Board?

The President—I really think that would be the most satisfactory solution.

Mr. Hooper—As far as you understand the Government do not wish to discuss sites for public urinals?

The Vice-President wished to make an explanation to remove a misunderstanding. He thought it had generally been the case that when the Government propose to erect a urinal the Board had been consulted as to the site. In the present case it was not a question of erection, but of selecting a new site in close proximity. The removal of this building was necessitated by important public works, and the question of removal to this new site was carefully considered by the Government, and they decided that the place where the building is now being erected was most suitable. The site the Board recommended was considered at the time of selection. The matter was not referred to the Board, but there was no slight of any kind intended by proceeding with the erection of the building while the matter was being considered by the Board.

The paper was laid on the table, and the President promised to circulate the opinion of the Attorney-General if possible.

## QUESTIONABLE QUALITY OF POKFULAM WATER.

The reply from the Government with regard to the Pokfulam Water Supply was read. This reply emanated from a report by a select committee of the Board composed of the President as chairman, Dr. G. L. Fitzwilliams and the Hon. Mr. E. A. Hewett, in which it was recommended that the use of the Pokfulam reservoir should be dispensed with. The report of that committee was unanimously adopted by the Board and forwarded on to the Government.

The Colonial Secretary wrote—I am directed to acknowledge the receipt of your letter of the 19th May in which you forwarded a report by a select committee of the Sanitary Board on the catchment area of the Pokfulam Reservoir which has been adopted by the Board. The most important recommendations

of the committee make it that the use of the Pokfulam reservoir should be dispensed with on the ground that in the opinion of the committee "no authority on sanitation could uphold for an instant the closing of a water shed from which water for drinking purposes is collected as ideal or under any other heading than dangerous, when the number of sources of contamination, the traffic and the number of houses on the area are taken into consideration." This is a serious pronouncement, especially as it is apparently endorsed by a majority of the members of the Sanitary Board, but the Government considers and believes that the Board, on reconsideration, will agree with it that the opinion on which it is based is not well founded. On three notable occasions the sanitation and water supply of the Colony have come under review by Mr. Oubert Chadwick, the eminent civil engineer who for many years was consulting engineer to this Government. Mr. Chadwick visited the Colony in 1882, in 1890, and again in 1902. On each occasion he reported on the water supply among other important sanitary matters. None of his voluminous reports contained one word of condemnation of the Pokfulam Reservoir or its gathering ground. On the contrary, the increased storage of water in the Pokfulam valley has been recognized by him as a means of increasing the water supply. He was well aware of the objections that have been sometimes raised to the situation of the Pokfulam reservoir. In a paragraph of his report on the 18th April, 1902, he wrote the following noteworthy words:—"Further, I assert that all the supply of water that can be obtained within the island of Hongkong is finite. Speaking somewhat at random, I doubt the possibility of much more than doubling the present supply from all sources or works within the island of a practical character. . . . Again, many advocate the abandonment of Pokfulam; some urging this step on account of the excellent building sites which would be liberated; others on sanitary grounds. I do not, of course, advocate such a step, though I am decidedly of opinion that works at Tytam should take precedence of any at Pokfulam." In this latter opinion, others who have examined the subject concur, for it is economically more advantageous to add to the storage of water at Tytam than at Pokfulam.

A consideration of the facts that all building is now, or has for many years past been, prohibited in the catchment area; that the sewage from the few buildings situated within the area is intercepted and led in other directions; that there is no cultivated land in the area; that the fouling of the area in other ways must be infinitesimal (as indeed the report of the sub-committee shows it to be); and that the configuration and nature of the ground insure that all foul matters deposited or finding their way into the area must be destroyed or rendered innocuous before they can reach the reservoir, ought, it is submitted, to convince the Board that Mr. Chadwick had good reason to regard the Pokfulam reservoir as a perfectly safe source of supply.

That it is such, and that the catchment area is not subject to dangerous pollution is, in the opinion of the Government, demonstrated by the fact that samples of water taken direct from the reservoir have never, on analysis, come under suspicion, but in order that the Board may have the fullest information on the subject of this important source of supply, I am to forward the enclosed copy of a report by the Government analyst which it is hoped will help to convince the Board that their suspicion of the purity of the Pokfulam supply is unfounded. In connection with this report I am to state that the sample of water taken on June 16th was taken direct from the reservoir, and that, too, at a most unfavourable period, viz., after the first heavy rain after a long drought when, any impurities in the catchment area must have been swept into the reservoir, the latter being at the time only half full.

Turning to the minor recommendations of the sub-committee, I am to make the following comments on them:—

(a) Stricter supervision by the Military Authorities to prevent washing of clothes in the nullah in front of Mr. Austin Barracks. In reply to a communication addressed to the Military Authorities on the subject an answer has been received to the effect that "no washing has been done by either the married families or men of the detachment. The clothing referred to was laid out on the grounds to catch the sun for drying purposes, having been washed in the married families' own quarters."

(b) Removal by the Military Authorities of all building rubbish and other rubbish along the path leading from the caseway at "Craig Eyrle" to the parade ground. The Director of Public Works has recently issued a permit to the chief engineer of the South China Command authorizing the deposit of such rubbish subject to the following conditions:—

(1) Nothing but clean building rubbish to be deposited—no house refuse, old tins, nor any foul rubbish or matters to be deposited on any account.

(2) All material to be carefully deposited so that it does not encroach on any stream course.

(3) Whenever the depositing ceases, or the available space at any particular point becomes fully occupied, the material to be trimmed off and covered with soil and turf. There does not seem any necessity to prohibit the deposit of such material nor any occasion to require the removal of the rubbish which has already been deposited adjoining the path to the parade or recreation grounds.

(c) Fencing at least six feet high to be erected adjoining "Craig Eyrle" bridge and near the Umbrella seat. It is proposed to extend the existing railing opposite the Umbrella seat for about twelve yards upwards and six yards downwards. The stream is most accessible at this point, and the extension will render access much more difficult. A fence six feet high is considered unsightly and unnecessary. It is not considered that any advantage would be gained by the proposed fencing at "Craig Eyrle" unless the site to "Craig Eyrle" and the gate to the military recreation ground were kept locked. The fence would also have to be continued upwards to meet the fence near the Umbrella seat.

(d) Gratings to be erected at ends of tunnel. An endeavour will be made to prevent the access to the tunnel. The Military Authorities deny that soldiers bathe in the tunnel.

(e) Training of streams to prevent access and the breeding of mosquitoes. The training, which would be a costly piece of work, would not prevent access to the stream. As far as the Government is aware no evidence has ever been produced that these particular streams are breeding places for anopheles mosquitoes. When such evidence is forthcoming the training may be taken into consideration in due course, when other streams which are known to be breeding places of anopheles shall have been dealt with.

In conclusion, I am to state that the Government is fully alive to the desirability of increasing the water supply, and that it has already been decided to proceed, when funds are available, with the construction of the large reservoir at Tytam Tuk. At the same time it is not prepared to consider proposals for abolishing the Pokfulam reservoir, which as a productive portion of the Colony's waterworks was valued by Mr. Chadwick in 1890 at \$667,000.

Mr. F. Browne, Government Analyst, in the course of a lengthy report, said that all collecting areas were more or less liable to contamination, but Pokfulam was far superior to other well-known home supplies. The trifling amount of nitrates in Pokfulam water was very significant. It should be borne in mind that there must be considerable pollution to be harmful. The remarkable content of the composition of Pokfulam water showed that the amount of impurity must be exceedingly small, as such cumulative would show itself in the analytical figures during the dry season. From what is known to me of the Hongkong public water supplies the Government need not at any time hesitate to give up the monthly examinations, as the supervision only is quite sufficient. However, this step need not be taken without good reason, as the reports, in a large shipping centre like Hongkong, seem to serve a useful purpose. The Government has been asked to give up the Pokfulam collecting area. Should such gathering grounds be rejected for the reasons recently put forward in a public report there would be few if any public water supplies in any part of the world.

The Medical Officer of Health in the course of a long minute stated that the conclusions arrived at in Mr. Browne's interesting historical essay on the Pokfulam water shed were valuable, because they ignored the results of the bacteriological examination of the water. Bacteriological contamination cannot be detected by chemical methods, and in order to consider intelligently the question of the potability of any given water it was necessary to regard both the chemical and the bacterial contents of such water. The recommendations of the committee were calculated to still further protect this water shed from pollution, and the Government would, in my opinion, be well advised to give effect to them. The nature of the Chinese people is such that when he sees a heap of building rubbish he naturally regards the place as a general dumping ground, and proceeds to deposit rubbish of all sorts there. To authorize the deposit of building rubbish within this area can only therefore be regarded as inviting further danger. An unsightly fence can soon be rendered slightly in this Colony by creepers, and is in any case better than a polluted drinking water. The best way to "endeavour to prevent access to the tunnel" is to make access impossible by iron gratings.

Hon. Mr. Hewett—I agree with Dr. Fitzwilliams. After reading the letter from the Colonial Secretary I see no reason to change the opinion I have already formed, namely, that the sooner the Pokfulam reservoir is closed the better in the interests of the health of the Colony.

Dr. Fitzwilliams—With regard to paragraph 3 of the letter of the Government, in answer to the report by the select committee of the Board, to enquire into the conditions obtaining with regard to the Mount Austin nullah and the water supply collected from the area, I do not agree that the report of the sub-committee shows "that the fouling of the area must be infinitesimal and that the configuration and nature of the ground ensure that all foul matters deposited and finding their way into the area must be destroyed and rendered innocuous before they can reach the reservoir," and I beg to add that I dissociate myself with the report of the sub-committee if the report can, on any grounds whatever, be read to even imply such a statement. In paragraph 4 the monthly reports for this year do not tally with the statement in the letter that samples of water have never come under suspicion. A somewhat similar statement was made at one of the Board meetings and withdrawn, on the evidence of the Government Analyst's report actually on the table, which report stated that the water was considerably worse than only under suspicion. Under what is classed as minor recommendations, it was not the intention of the sub-committee to restrict the breeding of the anopheles species of mosquito only. The anopheles is not the only dangerous mosquito of the varieties represented in Hongkong.

With regard to the special report of the Government Analyst, an impartial person would read it as strongly supporting the parties who advocate the early closure of the reservoir. In 1882, 1890 and even in 1902 (somewhat ancient history for a modern Colony) it is possible that the Tytam alternative supply was not sufficiently developed to justify Mr. Chadwick expressing himself more strongly on the disadvantages of Pokfulam, and his paragraph 16 (April 18th, 1902) can hardly be held as strongly recommending that this reservoir should be retained longer than is absolutely necessary.

The President—Does any member wish to address the Board on this subject?

Mr. Hooper thought that the papers should be forwarded to the Government. It was only fair to members of committee that the Government should see the minutes attached.

The Principal Medical Officer—I agree with that.

The Board decided on this course. PUBLIC WARNING AGAINST MOSQUITOES. Correspondence was submitted relative to warning the public against encouraging the breeding of mosquitoes.

The Medical Officer of Health submitted—It has been suggested to me that it would be well for the Board to issue notices in the public Press (both British and Chinese) warning the public against encouraging the breeding of mosquitoes. In addition to the notices in the public Press, copies might with advantage be distributed throughout the city and hill districts.

Dr. FITZWILLIAMS—Are representations ever carried out against people who are found to be breeding mosquitoes?

The Principal Medical Officer—The breeding of anopheles mosquitoes does occur, and we cannot take any measures too strong in order to exterminate these pests. I strongly urge the publishing of the Medical Officer of Health's excellent notice warning the public. I should say that mosquito breeding is, as a rule, a sin of omission, and not one of commission.

Mr. HOOPER—Is the breeding of mosquitoes by the people very general? I should say not, and I don't think the expense of advertising proposed to be incurred would be justified.

The President said this was merely a question of whether the Board should issue a notice to the public warning them against breeding mosquitoes. There was no doubt the public was not so fully alive to the dangers of breeding mosquitoes as they might be and the Board had had to go so far as to prosecute in a case last week when the defendant was fined \$10. As Sir Joseph Fayer stated, people did not actually wilfully breed mosquitoes, but they failed to put out pots which contained the water which breeds them. He really thought it essential, before taking any strong measures at the Police Court, that they should warn the public by issuing notices.

The Principal Medical Officer thought individual responsibility was as important as public responsibility. He suggested that the Medical Officer of Health should draw up a short pamphlet in popular words explaining what malaria was, how it could be prevented, how larvae might be destroyed, and so on. It was just as important for a man to throw away a jar containing larvae as it was for the Public Works Department to train a nullah. In the middle of the city there might be a small pool of water breeding hundreds and hundreds of anopheles. He did not believe for one minute that too much fuss could be made over this subject. It should be drilled into everybody in the Colony. When all were working together we should be within a measurable distance of relieving the Colony of malaria, but not till then. He thought notices should be advertised in the Press, but spasmodic fits and starts in dealing with malaria were no good at all.

Mr. Hooper quite agreed that they should do everything they could to fight malaria, and the wilful breeding of mosquitoes should be very severely dealt with, but it should be proved wilful. When it was suggested that the public should be warned he did not gather that advertisements were to be inserted in the Chinese papers. He thought a few thousand pamphlets should be printed at the goal, and the sanitary inspectors could distribute them among residents in their districts. If such circulars were left at Chinese houses the master could read them at his leisure and digest the information over his pipe.

It was agreed that a notice drawn up by the Medical Officer of Health should be advertised in the British and Chinese public Press.

## THE CARE OF GRAVES.

The report of the committee relative to special care of graves in the Colonial Cemetery, suggested that the monuments which required re-setting up should be attended to and paid for by Government, as is done in the case of repairs after typhoons. The cost should not be great, as there are not many stones in that condition; all trees which owing to their size are damaging grave stones should be removed; all fir trees overhanging marble tombstones and causing them to become discoloured should be cut down. If the above items received attention all that will remain to be done is the re-labelling of old grave stones, which is not costly and which might also be undertaken by Government.

The sections should receive instructions to keep the stones and marble slabs of graves clean, and the gardeners to weed the graves and water any flowers on them as well as attending to the Government plants. We would recommend that a small vote be taken annually for the above repairs, to be increased in the case of typhoons by a supplementary vote. An extra section will not be required for the present. If after trial it is found that the extra work is too much for the two permanent sections we recommend that the matter be re-submitted to the Board.

Dr. FITZWILLIAMS inquired—I entirely agree with this. I do not think that the necessary outlay will be great, and I think it is the duty of the Colony to look after its own cemetery and not leave it to be neglected or to depend on private enterprise.

Hon. Mr. E. A. HEWETT—I agree with the recommendations of the Committee.

Mr. LAY CHU PAK—What about the Chinese graves? They should enjoy the same privileges if such expenses are to be borne by the Government.

Hon. Mr. BREWSTER—I agree to 1 and 2. As to No. 3, it would be a pity to cut down a beautiful fir tree to perpetuate the ugliness of white marble. I do not approve of re-labelling. There is no use perpetuating a name when there is no one who cares enough about it to be willing to see to the name being re-labellered. The report was adopted.

## "NO CONCESSION."

SIR EDWARD GREY AND THE NEW CHINESE RAILWAY.

From Morton Hall, Liberton, Midlothian, Mr. Edmund Backhouse, the intermediary between the Chinese Government, the American group, and the British contractors in the negotiations over the proposed Chinchow-Aigun Railway, wrote as follows:—

Sir Edward Grey, in his speech during the debate on the Compulsory Fund Bill the Wednesday stated that a concession had been applied for and promised to American financiers and British contractors.

This statement is entirely incorrect, and without foundation. No concession has been granted or will be granted. The British contractors are described as such throughout the agreement. The Chinese Administration specifically limits its liability to the contract price of the railway. The railway will be built by China, who has selected British contractors to do the work. Not a shadow of vested interest can by any possible juggling of words be construed into the agreement.

Originally, an additional security, Great Britain and America were to be allowed participation in a company to be allowed for the administration of the line. This company's interest was to be limited to 10 per cent. of the surplus profits. The elimination in  *toto*  of this wise and reasonable provision was agreed to by the British contractors, owing to the possibility of its being held to imply something which would have given Sir Edward Grey official justification to withhold his support. Unfortunately, this surrender of material interest was futile sacrifice, since it has not resulted in any support being given by our Government to British interests.

## NEW GROUPING OF THE POWERS.

The new Manchurian treaty arranged between Russia and Japan, says the *Express*, has removed from the danger zone of international conflict an area three times the size of the United Kingdom.

This treaty, which represents the work of five different years since the war, is a most important addition to the diplomatic instruments which are intended to arrest war. It is made between two great Powers who have two great Western allies, both of whom, in accordance with the rights which they hold by other treaties, are aware of what has been done and cordially approve it. On that account it has behind it an authority which is not likely to be challenged from outside. France and Great Britain have counter-signed the terms of the agreement.

At the end of the war between Russia and Japan, when £400,000,000 had been expended and 200,000 lives had been lost, two courses were open. Preparation for another war might have been made, and there was the alternative of negotiating a lasting peace. The statesmen of both countries accepted the alternative, and the new treaty establishing their special rights in Manchuria is the result. Danger of misunderstanding and friction has thus been removed, and the question of dealing effectively with China should that empire attempt to cause any trouble has been amplified. The *status quo* has been guaranteed by the new treaty—that is, China's sovereign rights are recognized, and the Open Door for the trade of all the world is secured.

The *Express* is informed that the new treaty follows very much on the lines of the Anglo-Japanese treaty of 1905, and that the measures arranged for enforcing its terms are the event of their being challenged are much the same. This treaty may indeed be regarded as a corollary of the Anglo-Japanese alliance. The treaty signed by Lord Lansdowne in 1905 recognised the special interests of Japan in East Asia, and provided that the two Powers should consult together in case their respective interests were challenged, and take measures to defend them. It is understood that the new treaty contains specific terms to this effect in regard to the relations of Russia and Japan in Manchuria.

With regard to Korea, it is a foregone conclusion that Japan will sooner or later—perhaps before long—formally annex the kingdom. The Anglo-Japanese treaty provided for that eventually, specially admitting Japan's political, military, and economic interests in Korea, and recognising the necessity of the "guidance, control, and protection" of Japan in Korea. This was further emphasised in Lord Lansdowne's letter to Sir Charles Harmsworth, the British Ambassador at St. Petersburg, in which it was stated that Korea was unable to stand alone, and by close proximity must fall under the control and tutelage of Japan.

Russia conceded these claims to Japan in regard to Korea in the treaty of peace, and the new treaty in respect to Manchuria completes the understanding.

## NEW SAFETY LOCK FOR TRAIN DOORS.

London, Lancashire, has received £25,000 in cash and a lucrative engagement with the Great Central Railway for a safety lock for railway carriage doors which he has invented.

The device, which is very ingenious, will, it is believed, have the effect of obviating accidents on railways caused by insecure doors.

King, who is twenty-six years old, has been employed at the Great Holme Mills at Colne for some time. He has worked as a mill-hap since the age of ten. He was left an orphan and penniless at an early age, but he contrived to keep himself and find time for study in the evenings.

He studied mechanics and engineering through a correspondence college, and in five years obtained a fairly extensive knowledge of the subject.

## AIRSHIPS FOR RUSSIAN AND JAPANESE ARMIES.

According to a news agency statement published in Berlin, on July 28th, a Japanese officer, Captain Hino, will shortly arrive in Berlin to negotiate the purchase of a German airship for the Japanese Army.

The same agency learns that Russia has ordered a "Paravel" (non-rigid) airship for her Army. This vessel will have a gas capacity of 16,700 cubic metres and two motors, each of a hundred horse-power, and will be capable of carrying a crew of twelve. It will embody several important devices from the existing "Paravel" type. Notably, the car will be built of steel tubes, thereby gaining in lightness and it will be longer and narrower than those of the older "Paravel" type, while the shape of the gas bag will also be modified.

## THE KING'S RECREATIONS.

A man's amusements are often a surer test of his character than his occupations. His amusements are his own, whereas his occupations are either shared or imposed by other people. This is a test that may be applied even to a King, and especially to a King who rules not by Divine right but by a Constitution. His duties are an inalienable part of his inheritance. He cannot divert himself of them or delegate them to others. There are furrows that even a monarch must plough with his own hands, and they are neither light nor few.

Those who imagine that the Court Circular is a complete record of the King's duties can have no conception of his position. The Court Circular may speak of visits made and returned, of public and private ceremonies performed, and of speeches delivered, of deputations received and Councils attended, of a host of duties that would make an ordinary man feel, with the village blacksmith, that he had earned a night's repose. But the Court Circular does not tell half the story of a day's work in the palace. Let anyone who thinks so turn over the pages of Queen Victoria's Life and glance for a moment at her correspondence. He will see there the true record of a monarch's day—the intricate and important problems to be solved, the letters to be written and dictated, the consultations to be held, the instructions to be given, the documents to be signed, the personal attention that must be given to multitudinous details both private and public.

No man can perform these tasks who has not industry and the habit of self-control. The business of a Sovereign in a country like ours cannot wait on an inclination to work. It is incessant and demands for its performance strength, resolution, industry, punctuality—in short, all the qualities of a sound mind in a sound body. And no man has these qualities at the age of forty who has not earned them, and confirmed them by his habits. If he has a day in his armour it must have stood ready, for no armour that is not perfect in temper and complete in every detail could bear the continuous strain. The armour of King George has been proved before he came to the throne. It was proved in the Navy by comrades who judge a sailor's character and capacity not by the gold stripes on his sleeve. It was proved, too, by his journeys in India and the Dominions, where, month after month, every hour had its appointed duty, and every duty was faithfully discharged.

## A GREAT GAME SHOT.

As he works, so he plays, with industry and conscience, but the play is of his own choosing. And his choice lies in a field the most arduous and exacting in the world as far as the stand at a racoon and the deck of a yacht make little demand on physical energy. King George does not ignore his attractions, but he prefers a more energetic field. He is first and foremost a great game shot. A plébsite of sportsmen has placed him fourth after the Marquis of Ripon (better known, perhaps, as Earl de Grey, Lord Walsingham, and Mr. Headley Noble—among the remarkable shots in this country. There are experts who would give him the second place. No one has devoted more effort to perfecting himself in this difficult art since he took his first lesson from the late Duke of Cambridge, who was himself at that time a clever marksman, and who declared that if his relative were not a Prince he would have been famous as a shot. The art has been cultivated assiduously since boyhood, and its attractions are as strong to-day as ever. Except live pigeons from a trap—a sport of which his Majesty strongly disapproves—King George has shot almost every kind of game—from tigers in India to created creatures on the Argentine pampas. The elk and the buffalo have fallen to his rifle, and the covers bear testimony to his pre-eminence with the gun. Of twenty-two stags, the results of a week's stalk at Balmoral, no fewer than thirteen fell to his rifle.

There is a story told of him at Windsor which confirms his reputation. Toward the close of the day the German Emperor—himself devoted to field sport and an excellent shot—and the Prince of Wales, as he then was, found themselves in a hollow between two coverts in the Great Park. The pheasants were flying high overhead at tremendous speed and were difficult marks in the fading light. The King and the Emperor agreed to take the birds alternately, with the result that his Majesty missed only one shot of fifty-four, while the Kaiser failed to get his bird only seven times. The King has even performed the astonishing feat of firing both barrels of two guns in such rapid succession that he has had four pheasants falling through the air at the same moment.

## A SPORTSMAN'S QUALITIES.

Now the indispensable qualifications of a good shot are sureness of eye, steadiness of nerve and hand, cool and prompt decision. Without these a man may be a sportsman, but he can never be an expert shot. He could never face with equal mind the tiger or the buffalo, or even the pheasant and the snipe. Sureness of eye and steadiness of nerve and hand may be gifts of nature, but like all such gifts they require care and cultivation. No qualities of the body and mind are more sensitive to the conditions of a man's life; none deteriorate more rapidly from abuse, none respond more readily to self-control. To remain a good shot after forty is the best testimony any man can produce of temperance in all things, of a life so well ordered that its powers and perceptions are unimpaired. The people of this country—and least of all the people of the north, where sport is an instinct and an obsession—need no assurances on this point either from the Press or the pulpit. They know what sport demands and what training insists upon.

There is another surer test of character. It is the estimation in which a man is held by friends and family. No King has friends more devoted than those of King George. Many of the members of his Household have been his intimates from youth; some have served with him in the Navy; all have watched his career at close quarters, and all are unanimous in praise of his character and capacity. This is the deliberate judgment also of many who have had opportunities of observing and are not likely to be influenced by the hope of personal recognition or reward.

Of the King's domestic life an idyl might be written—an old-fashioned idyl such as the English people love. There is in the King, where family life is happily still more than a tradition, no more devoted husband and father—none who can look back upon the past with a clearer conscience. His life in this respect is absolutely void of offence. Upon this we have the testimony of the friends of his youth and the written word of his father, who, when Prince of Wales, thought it necessary to destroy one of those romantic which morbid imagination weaves about a royal palace in the belief that the marriages only of commoners are heaven. Those who know King George and Queen Mary know better. There is no shadow over the past. *—Daily Mail.*



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.O. 5th Ed-Lieber's.

## NEW ADVERTISEMENTS

## HONGKONG GYMKHANA CLUB.

THE EXTRA MEETING OF THE HONGKONG GYMKHANA will be held at HAPPY VALLEY on SATURDAY, the 6th August, 1910, commencing at 3.30 p.m. The charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present. REGINALD F. C. MASTER, Hon. Secretary and Treasurer. Hongkong, 3rd August, 1910. [896]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th August, 1910, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, N. J. STABB, Acting Chief Manager. Hongkong, 3rd August, 1910. [897]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On TUESDAY and WEDNESDAY, the 16th and 17th August, 1910, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENTS, SUNDRY ODD and SURPLUS NAVAL and VICTUALING STORES, comprising—

Old and Surplus NAVAL STORES—CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON, METALS, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, COLDAGE PAPERSTUFF, &c., &c.

OLD and Surplus VICTUALING STORES—PROVISIONS, Seamen's CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued. Lots will be on View on afternoon of August 15th.

TERMS OF SALE.—As Customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 3rd August, 1910. [900]

For SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAL" Captain W. D. A. Thomas, will be despatched for the above Ports on MONDAY, the 8th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 3rd August, 1910. [898]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "BRAEMAR" ... On 26th August.

For Freight and further information, apply DODWELL & Co., Ltd., Agents. Hongkong, 3rd August, 1910. [901]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [845]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

STERNSEN & Co. Hongkong, 6th March, 1907. [38]

## PUBLIC COMPANIES.

## HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HONGKONG, on TUESDAY, the 9th August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and a Dividend, and for the election of Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. Hongkong, 12th July, 1910. [825]

## HONGKONG ICE COMPANY, LTD.

## NOTICE.

IN Accordance with the Provisions of No. 104, of the Articles of Association the General Managers have this Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 15th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th inst., 1910, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 1st August, 1910. [894]

## FOR SALE.

## FOR SALE.

VALUABLE PROPERTY on the middle avenue (Parkes Avenue), British Concession, Shamoon, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to occupy it. Particulars upon application. Address:—S. R. E., Care of "Daily Press" Office. Hongkong, 1st August, 1910. [889]

## NOW ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

## FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRATA EAST.

Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRATA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

## KIDNEYS

## AUSTRALIAN SHEEP'S

## KIDNEYS

60 CENTS PER DOZ.

## THE

## DAIRY FARM CO., LTD.

[42]

## GENTLEMEN: WE HAVE

## SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK of Gentlemen's & HOSE (SOCKS) assorted Shade and Design, also HOSE GARTERS, BRACES, SCARF PINS, STUD and SLEEVE BUTTONS. Best Quality of PEARL BUTTONE, WAIST COATS and COATS, RAINY COATS, TIES, HANDKERCHIEFS, PLAIN and HEM-SHITCH, COTTON and LINEN, DRESSING HAIR BRUSHES and COMBS, &c., &c.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th July, 1910. [767]

## LONG HING &amp; CO.

## PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED—

FOLDING POCKET CAMERAS, fitted with GOERTZ, ZEISS and ROSS LENSES, PRIMO FILM and PLATE CAMERAS, KODAKS, FILMS and ACCESSORIES.

At Moderate Prices.

DEVELOPING AND PRINTING

A SPECIALITY.

[891]

## INTIMATIONS.

## VIENNA CAFE CO.,

(1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,

(Opposite Post Office.)

## A FIRST CLASS

## RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [855]

THOUSANDS OF DOLLARS ARE

SAVED BY THE EXPENDITURE

OF AS MANY CENTS

By the Use of

## SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

RIEMSEN & Co. (Machinery Dept.), Hongkong.

7481

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

## FURNITURE AND PHOTO GOODS

## STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

## DAVID CORSE &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO

Sole Agents.

## AUCTIONS

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION, On THURSDAY, the 11th day of August, 1910, at 3 o'clock in the afternoon, at his SALE ROOM, in Duddell Street, Victoria, Hongkong,

The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria, aforesaid, viz:—

All that Piece or Parcel of ground situate at Victoria aforesaid, registered in the Land Office as Island Lot No. 107, together with the messuage thereon known as Nos. 39, 41, 43, 45, and 47, Hollywood Road and Nos. 48, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace, Area 9824 square feet, Term 999 years from 8th May, 1852. Annual Crown Rent, \$15.

The Purchaser of the Property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to MESSRS. JOHNSON, STOKES & MASTER, the Vendor's Solicitors.

For further particulars and conditions of sale apply to

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 28th July, 1910. [877]

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION, On FRIDAY, the 12th day of August, 1910, at 3 o'clock in the afternoon, at his SALE ROOM in Duddell St., Victoria, Hongkong,

IN THREE LOTS.

The following VALUABLE LEASEHOLD PROPERTIES situate at Victoria aforesaid, viz:—

LOT 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION E of MARINE LOT No. 116, together with the messuage erections and buildings thereon known as No. 5, Stone Nullah Lane, Area 920 square feet. Term 999 years. Annual Crown Rent \$15.36.

LOT 2. All that Piece or Parcel of ground known and registered in the Land Office as SECTION F of MARINE LOT No. 116, together with the messuage erections and buildings thereon known as No. 1, Stone Nullah Lane, Area 945 square feet. Term 999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale apply to

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 1st August, 1910. [890]

## TO LET.

## TO LET.

OFFICES, Hotel Mansions.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

## TO LET.

1st September.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1910. [781]

## TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—ARRATOON V. APCAR & Co., 14, Des Voeux Road, Central, Hongkong, 3rd March, 1910. [363]

## TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Office.

One GODOWN in MASON'S LANE.

Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 6th March, 1910. [95]

## TO LET.

NO. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate Possession.

ARRATOON V. APCAR & Co., 14, Des Voeux Road Central, Hongkong, 4th July, 1910. [800]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1910. [89]

## TO LET.

OFFICES in Des Voeux Road, Central, corner of Ice House Street.

Apply to—Messrs. PERCY SMITH & FLEMING, 5, Queen's Road, Hongkong, 2nd June, 1910. [440]

## TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to—C. A. B. D'ASSUMPCAO, 75, Praia Grande, MACAO. Hongkong, 6th June, 1910. [802]

## TO LET.

NO. 1, ORMSBY TERRACE, Kowloon, and

No. 4, SEYMOUR ROAD, Hongkong.

Apply to—SPANISH DOMINICAN PROCUSSION, Hongkong, 3rd August, 1910. [879]

## TO LET.

NOS. 19 and 23, SHELLY STREET, near 5-Roomed Houses.

No. 57, PRATA GRANDE, MACAO.

No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

No. 9, BEACONSFIELD ARCADE (Shop). FOR SALE.—TOP CRENSHAW, at Peak, commanding a magnificent view of the Harbour and adjacent Islands.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 9th July, 1910. [91]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1910. [88]

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

## TO LET.

NOS. 2 and 3, GOUGH HILL (104, PEAK), as one or two HOUSES, Furnished or Unfurnished.

Apply to—Messrs. S. J. DAVID & Co. Hongkong, 29th June, 1910. [782]

## TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens.

GODOWNS, 151 to 155, PRATA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. No. 1, REPON TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observatory Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1910. [87]

## TO LET.

## TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—J. HENNESSEY SETH, No. 4, Ice House Street, Hongkong, 2nd July, 1910. [795]

## TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—ARRATOON V. APCAR & Co., 14, Des Voeux Road, Central, 1st Floor, Hongkong, 28th July, 1910. [874]

## TO LET.

A HOUSE, in Knutsford Terrace.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1910. [325]

## TO LET.

NO. 14, SEYMOUR TERRACE, from 1st July.

Apply to—COMPRADORE DEPT., Care of Messrs. GIBB, LIVINGSTON & Co. Hongkong, 7th June,



## For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

- Guarded against Infection.** Calvert's 20% Carbolic Soap. Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.
- Perfect Personal Cleanliness.** Calvert's Carbolic Toilet Soap. You will appreciate the feeling of thorough purification secured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.
- Freedom from Skin Irritation.** Calvert's Carbolic Prickly-heat Soap is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.



## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**  
From any leading Chemist.  
**MUSTARD & COMPANY.**  
Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Bechoy Road, Shanghai.

## GRACA & CO.

27, DES VEXES ROAD.  
Dealers in  
**ASIATIC POSTAGE STAMPS AND  
PICTORIAL POST CARDS.**  
JUST Received a Selection of POSTAGE  
STAMP CATALOGUE FOR 1910.  
Picture and Painting Books, Novels, Postage  
Stamp Albums with Movable Leaf, Puzzle Post  
Cards, School and Shopping Bags, Dolls, Toys,  
Cigars, Cigarettes, &c., &c.  
Inspection Invited. 1789

## MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA  
OCHI, MUTARE, HOJO, NAKAZUTSU,  
SAYO, SHINNEI and KAMAYAMADA,  
Colliers.  
SOLE AGENTS FOR  
KISHIDAKE, MIYAO and KIGYO  
KOMATSU Coals.  
HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.  
Cable addresses for above, "IWASAKI"  
Codes, AI, ABC 5th Ed., Western Union.

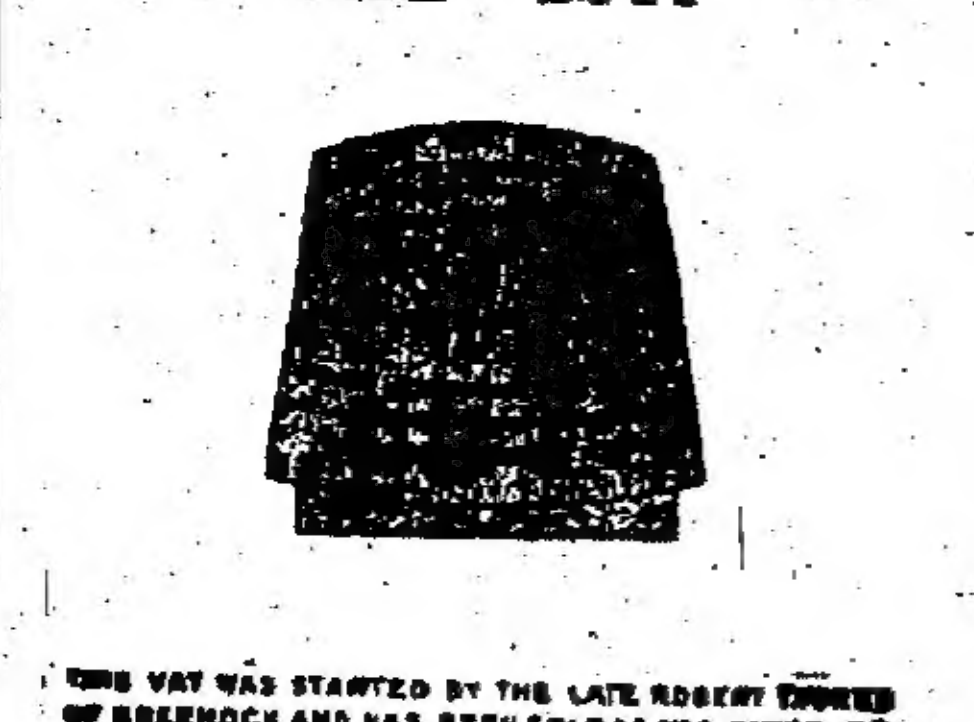
AGENTS—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GRABING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to  
H. OISHI,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 9th January, 1909. 1574

## KEATING'S WORM TABLETS

A purely  
Vegetable  
Sweetmeat  
Sold in  
Bottles by  
all Druggists.  
Keating's Worm Tablets furnish a most  
agreeable method of administering the  
only certain remedy for Intestinal or  
Thread Worms. Perfectly safe, mild,  
and especially adapted for children.  
To be obtained of all Druggists.  
Proprietor, THOMAS KEATING,  
London, Eng.

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

## THORNE'S OLD VAT



SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & Co., Ltd.**  
339

## HOW GERMANY WILL RULE THE WORLD.

We (Express) have received from a German merchant of world-wide experience a remarkable letter on the subject of the Teutonic expansion throughout the world. The writer is a man of the highest influence in German commercial circles, and his views, couched in a friendly spirit towards Great Britain, will, we feel certain, be read with the greatest interest by our readers. We do not give his name for obvious reasons.

Hanover, July 4.

To the Editor of the Express.  
Sir, There is one phase in the rivalry between Germany and England to which little attention has been paid, and that is the over-growing influence of Germany throughout the world. The race for supremacy at sea is ephemeral. Even those Englishmen who are willing to make the greatest personal sacrifices to maintain their Navy in its present over-powring strength, and likewise those of us in Germany who sympathize with you, are yet determined to exert ourselves to the utmost in a like direction, must confess that there is another factor at work which will eventually decide.

I have spent many years in England, America, and in other foreign countries. I am a great admirer of England, a lover of her institutions, a friend of English liberty of thought and action. I can, therefore, say frankly in my opinion you have not many generations to continue as the mistress of the seas.

### ENGLAND THE NURSERY.

We bring up our young men with the definite understanding that they shall know something of the wide world before they take up the threads of business at home. Therefore we send them to England, to France, to America, to the Far East, perfecting them in their various callings. Your Bloomsbury and South Hampstead are perfect nurseries for German commerce. There our young men learn their English, and in your City they have unfolded to them the intricacies of your business methods, which it will be their task thereafter to combat. When they have finished they come home to Germany or go abroad as the representatives of German houses, thus laying deeper the foundations of Germany's conquest of the world. Your English boys do not come to us to learn our methods. Therefore we have the upper hand of them in the end.

Wherever you go, north, east, west or south, you find Germans. A quarter of a century ago the only outlet for our surplus population was the United States of America, and there my countrymen flocked in millions. We now pour out the United States because the second generation there becomes American and the third rejects us altogether, so that there remain only the German names, and these in a large proportion are altered to suit the Americanised notions of the German's descendants. But in the rest of the world Germany is the predominant foreign power.

South America, which has hitherto been divided between Spanish and Portuguese speaking peoples, owes its advance to German enterprise and German trade. The merchant at Rio no longer thinks of London as the only market. He works with Hamburg or Antwerp, and to all intents and purposes Antwerp is a German port. Chili, on the other side of the Andes, is more or less in the hands of Germans.

China, which has offered England for years a welcome in commerce, is slowly but surely developing German tendencies. We are instructing and absorbing her commerce. Even in the Straits Settlements, which are English, German trade is developing amazingly. Australia gives us an immense revenue every year. Australia in British to a core, but if you will look in a directory of Sydney or Melbourne you will find that the great houses have German names.

### SOUTH AFRICA.

Our young men of commerce spread themselves over South Africa from town to town weaving the net that will eventually bring the trade to you. Our steamship lines compete recklessly with yours, and because we study the convenience of our customers irrespective of their nationality, we have succeeded in gaining the confidence of the travelling public as well as the shipping public. Look at any of the German liners that go along the East Coast of Africa to the South. The majority of the pleasure travellers are English, the majority of the business travellers are Germans.

It is a matter of pride to us, as it may be a source of bitterness to you, to feel that the principal line feeding the East African possessions flies the German flag.

Come nearer home, to Belgium. In Antwerp you hear nearly as much German to-day as you do French. The Flemish people have discovered that it is to their interests socially and commercially to study German. They do not study English. In Holland it is the same. Denmark, which lives on England, is growing fat on England, and feeds you with the things that you ought to give yourself, hates us Germans with an indelible hatred, and yet we are slowly but surely making our impression on the Danes.

### EVERYWHERE.

We are forcing nearly every Russian business man to speak German; go under; and when we have finished business we cover him Italy, Switzerland, Egypt, and Algiers with our pleasure seekers, at the places where once the proud Englishman was wont to hold sway.

Now, what does all this mean? It means that Germany is the coming Power. It means that you may build ships until every shipyard in England, Scotland, and Ireland resounds with the hammer day and night, and yet you will not smother.

If, unfortunately, it should come to the arbitrament of war, you might defeat us at sea. We loyal Germans doubt it, but even then we hope it will never come to this. But should it, unfortunately, mean a conflict, you might bring us to our knees for a year or two, but in the background of the world there are millions of Germans ready to take up the threads of commerce so rudely torn by the shock of war, and to weave again the great fabric of German power and influence throughout the world.

Think it over.

### LATEST STEAMER MOVEMENTS.

The *Apar* str. *Arrived* *Apar* from Calcutta left Singapore on the 31st ultimo, and may be expected here on or about the 5th inst.

The *Ben* str. *Ben* from London, left Singapore on the 30th ultimo for this port.

The *I.C.M.* str. *Easton*, which left here on the 28th ultimo, at 11 a.m., arrived at Singapore on the 1st inst., at 6 a.m.

The *Shire* str. *Carnarvonshire* left Singapore for Hongkong on the 31st ultimo, and may be expected here on or about the 6th inst.

The *P. & O. S. N. Co.'s* str. *Pera* arrived at Penang on the 1st inst., at 6 a.m.

The *P. & O. S. N. Co.'s* str. *Nydia* is expected to arrive at Colombo on the 10th inst., at 5 a.m.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 2nd at 11.55 a.m.—The barometer had risen moderately in N.E. Japan, and fallen slightly over N.E. China and at the stations around the China Sea.

Pressure is highest between the Loochoos and the Bonins. It is low over the Pacific to the E. of Japan, and also over the interior of China. Moderate S. and S.E. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 1.15 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S. and S.E. winds, moderate; thunder showers.  
Formosa Channel Same as No. 1.  
South coast of China between Hongkong and Lamooka Same as No. 1.  
South coast of China between Hongkong and Hainan Same as No. 1.

## POSTPONING THE EVIL DAY.

HOW GERMANY VIEWS THE FAR EAST TREATY.

The *Frankfurter Zeitung*, in an article on the Russo-Japanese agreement, says:—"It may be a sign that the two rivals have a temporary need of peace, but the situation in the Far East has not been changed by it."

"They will go on without war as long as they can, but the arrival of the time when both parties will say in Manchuria as they did once in Korea: 'This cannot continue,' is not rendered impossible by the new treaty, but only postponed a little."

The *Vossische Zeitung* says:—"There is no doubt that the agreement is directed in the first place against America, against whose desire to interfere in Manchuria the door must be closed. Japan seeks in this way to rid herself of her most troublesome competitor."

"It is to be feared that the other Powers will be placed in the same difficulty as America, since the agreement hardly permits any other interpretation than that Japan and Russia regard Manchuria as a field of exploitation reserved for them alone."

## Rowland's Macassar Oil

FOR THE HAIR  
Is the Best Preparation you can use.

WHY?

BECAUSE without it the Hair becomes dry, thin, and brittle, and this is the nearest approach to the actual fall of the hair, the loss of which causes baldness.

BECAUSE you must keep the Hair well nourished and not dry, or you will soon lose it.

Ladies require it to keep the Hair soft and shiny.

Men require it to prevent baldness.

Children require it to lay the foundation of a beautiful growth of hair. Sold in a Golden Colour for Fair Hair. Of Sires, Chemists, and Druggists, of H. J. G. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

## APIOLINE

(CHAPOTEAUT)



**LADIES' SAFE REMEDY.**

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 5, rue Vivienne, Paris.

Sold by A. Chemists.

180-3

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rodan, Jodet, Verneux and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a remarkably short time, often a few days only, removes all the changes, effectively suppressing the use of which does irreparable harm by the retention of secretions and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief and a permanent cure.

**THERAPION No. 2** is a remarkably short time, often a few days only, removes all the changes, effectively suppressing the use of which does irreparable harm by the retention of secretions and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief and a permanent cure.

**THERAPION No. 3** is a remarkably short time, often a few days only, removes all the changes, effectively suppressing the use of which does irreparable harm by the retention of secretions and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief and a permanent cure.

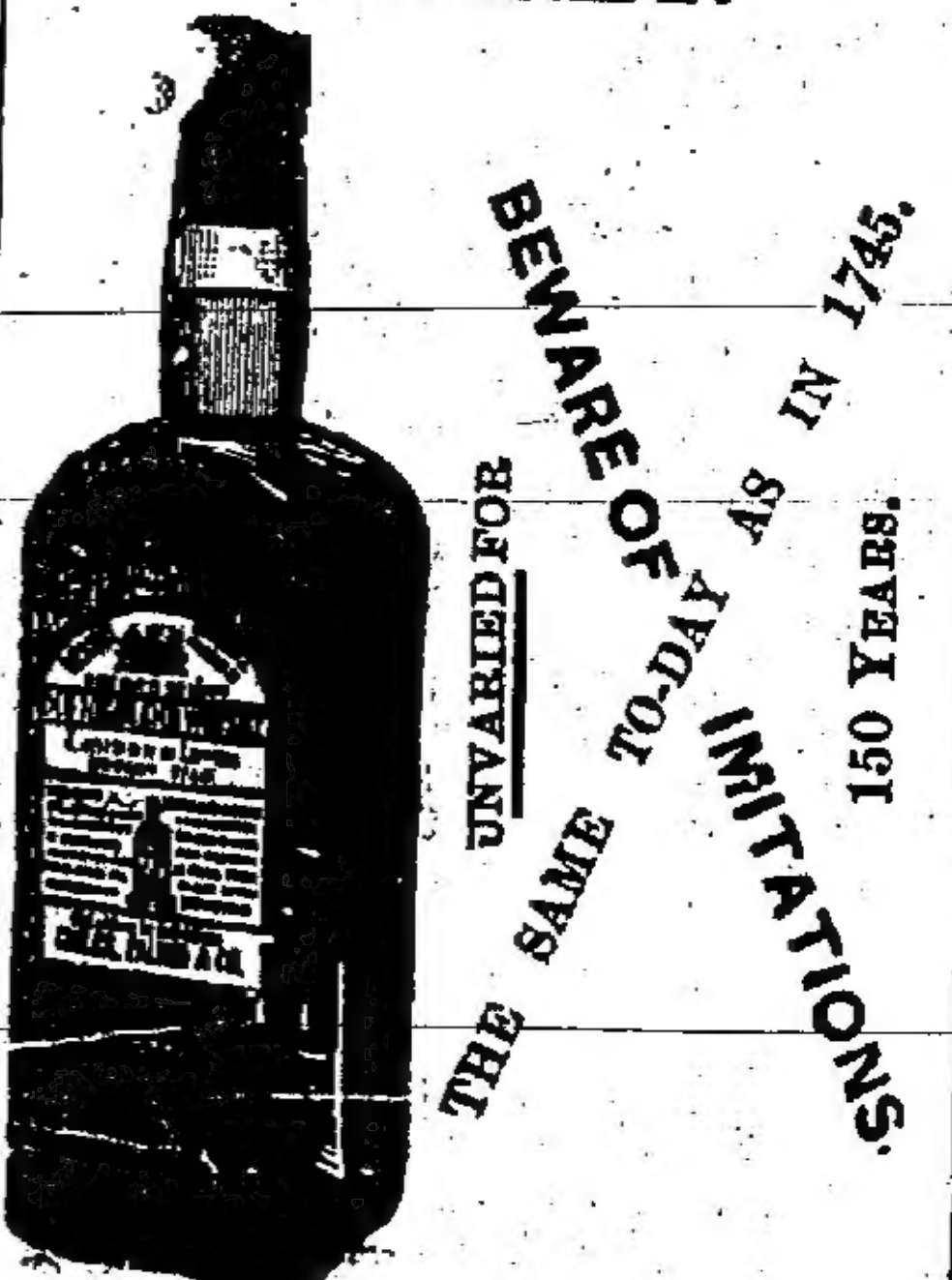
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## NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. 146

## DENTISTRY

**DR. M. H. CHAUN.**  
DENTAL SURGEON.  
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. 1364

**SIEN TING**  
SURGEON DENTIST.  
No. 10, D'AGUILA STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. 1432

**NOTICES TO CONSIGNEES**

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th Aug., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 28th July, 1910. 1

**OSAKA SHOSHEN KAISHA.**

NOTICE TO CONSIGNEES.

The Co.'s S.S. "CHICAGO MARU,"  
FROM TACOMA, JAPAN AND  
MANILA.

THE above mentioned Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remain on board after the 2nd day, the 6th inst., at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 8th inst.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.  
Hongkong, 2nd August, 1910. 1895

S.S. "AUSTRALIAN."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

ex s.s. "Corduan" from Havre ex s.s. "Corduan" from Bordeaux ex s.s. "Leroy Lallier" and "V. de Cotte," in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 8th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th inst., or they will not be recognised. All damaged packages will be examined on the 8th inst., at 3 p.m.

No Fire Insurance has been effected.  
P. THOMAS,  
Agent.  
Hongkong, 1st August, 1910. 12

## INSURANCE

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1909  
£19,875,357.

I. Authorised Capital ... £5,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Fund ... 3,468,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 19th July, 1910. 783

## SINGON & Co.

IRON, Steel, Metal and Hardware Merchants  
Wholesale and Retail Importers, Pig  
Iron and Foundry Coke Importers. General  
Storekeepers and Shipchandlers. Nos. 35 & 37,  
Hing Loong Street, (2nd St., west of Central  
Market). Telephone No. 515. 1496

## VESSELS EXPORTED.

THE ENGLISH MAIL.  
The P. & O. S. N. Co.'s str. *Devanha* left  
Singapore for this port on the 29th ult., at 4.30  
a.m., with the outward English Mail, and is due  
here to-day at about 6 a.m.

THE AMERICAN MAIL.  
The P.M. str. *Chino* is due to arrive at  
Hongkong to-day at daylight.

The P.M. S. S. Co.'s str. *Manchuria*, from  
San Francisco, was dispatched from Yokohama  
en route to Hongkong on the 30th ultimo, and  
may be expected to arrive here on the 8th inst.

The T.K.K. str. *Chigo Maru* sailed from San  
Francisco on the 19th ult., for Hongkong, via  
Honolulu, Yokohama, Kobe, Nagasaki and  
Manila, and is due to arrive at this port on the  
19th inst.

The P.M. str. *Asia* sailed from San Francisco  
on the 25th ult. for Hongkong, via Honolulu,  
Yokohama, Kobe, Nagasaki and Shanghai, and  
is due to arrive at this port on the 23rd inst.

THE INDIAN MAIL.  
The *Apar* str. *Gregory Apar* left Moji on  
the 30th ultimo morning, and may be expected  
here to-morrow.

THE GERMAN MAIL.  
The I.G.M. str. *Geben*, carrying the German  
Mail with dates from Berlin of the 13th ult.,  
left Colombo on the 30th ultimo p.m., and may  
be expected here on or about the 10th inst.

THE CANADIAN MAIL.  
The C.P.R. Co.'s str. *Empress of China* left  
Vancouver on the 27th ultimo p.m. for Hong-  
kong via the usual ports of call.

MERCHANT STEAMERS.  
The I.G.M. str. *Germania* left Yapt on the  
22nd ultimo, and may be expected here to-  
day.

The British str. *Raven* *Inverleith* left Karatu  
for this port, and is due to arrive here to-  
day.

The N.Y.K. str. *Colombo Maru* (Bombay  
Line) left Singapore for this port on the 28th  
ult., and is expected here to-day.

The N.Y.K. str. *Miyazaki Maru* (European  
Line) left Singapore for this port on the 29th  
ultimo, and is expected here to-day.

The H.A. Line str. *Brigade* left Maroran  
on the 26th ultimo, and may be expected here  
to-day.

The Mogul Line str. *Lothian* left United  
Kingdom on the 10th ultimo for Hongkong  
via Straits.

The str. *Tachia* left Singapore for this port  
on the 29th ult., and may be expected here on  
or about the 5th inst.

The *Har* *Hok Fong* S.S. Co.'s str. *Pavia*  
sailed from Guaymas, Mexico on the 14th ult.  
a.m., and is expected to arrive here, via Moji,  
Japan, about the 7th inst.

The N.Y.K. str. *Tanaka Maru* (American  
Line) left Kobe for this port via Moji and  
Shanghai on the 29th ultimo, and is expected  
here on the 7th inst.

The T.K.K. str. *Kiyo Maru* from South  
American and Mexican ports, arrived at Yokohama  
on the 25th ultimo, and is due to arrive  
here on or about the 16th inst.

## PASSENGERS.

ARRIVED.  
Per *Zafiro*, from Manila, Mr. I. Wright.

Per *Chicago Maru*, from Tacoma, Mr. William  
Asher.

Per *Manila*, from Swatow, Rev. F. Roldiere  
and Mr. S. Malver.

Per *Kaga Maru*, from Japan, &c., for Hong-  
kong, Mr. T. B. Nolf, Miss A. B. Root, Mr. and  
Mrs. Y. H. Tean, Miss A. Y. Green, Mr. M.  
de Burgh, Mr. and Mrs. Lawrence, and two  
children; for Singapore, Mrs. R. Kondo, Mr. S.  
Suzuki, Mr. K. Mamuro, Mr. Y. Usukina, Mr.  
G. Kimura, Mr. Ed. Cutforth and Mr. J. B.  
Alanaud; for Colombo, Mr. S. Yagi, Mr. S.  
Kinoshita and E. E. Lundy; for Marseilles Dr.  
K. Dohi and Dr. T. Ito; for London, Mrs.



**FORTHCOMING EVENTS.**  
 Saturday, 6th August—Fourth Meeting of the Hongkong Gymkhana Club, at Happy Valley, 3.30 p.m.  
 Tuesday, 9th August—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.  
 Thursday, 11th August—Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lammer, 3 p.m.  
 Friday, 12th August—Auction of Valuable Leasehold Properties at Sale Room, by Mr. Geo. P. Lammer, 3 p.m.  
 Tuesday and Wednesday, 16th and 17th Aug.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough, 10 a.m.  
 Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

## SHIPPING.

**ARRIVALS.**  
 CHICAGO MARU, Japanese str., 6,182, J. Goto, 2nd August—Tacoma 25th July, Flour Matches, etc.—Osaka Shosen Kaisha.  
 CHIRASHI, British str., 1,199, F. Mooney, 1st August—Tientsin via Coast Ports 24th July, Coal and Genom—Jardine, Matheson & Co.  
 DAKOTAN, British str., 4,294, W. A. Ross, 1st August—San Francisco and Shanghai 28th July, General—Standard Oil & Co.  
 ERNEST SIMONS, French str., 4,562, N. Girard, 1st August—Yokohama 23rd July, General—Messageries Maritimes.  
 HAINUN, British str., 641, A. H. Stewart, 2nd August—Swatow 1st August, General—Douglas, Lapraik & Co.  
 HULLEN, German str., 771, H. Bendixon, 1st August—Swatow 31st July—Jensen & Co.  
 KAGA MARU, Japanese str., 3,956, M. Hogino, 2nd August—Shanghai 29th July, General—Nippon Yusen Kaisha.  
 KUKIANG, British str., 1,228, Robertson, 2nd August—Brookton 27th July, Coal—Butterfield & Swire.  
 NIKKO MARU, Japanese str., 3,439, M. Yagi, 2nd August—Nagasaki 29th July, General—Nippon Yusen Kaisha.  
 POLYPHENUS, British str., 3,061, F. Chrimes, 1st August—Foolow 30th July, General—Butterfield & Swire.  
 SIAM, British str., 995, Bins, 2nd August—Singapore 26th July, Kerosene Oil—Messrs. Bins.  
 SIMONIAN, Dutch str., 1,202, H. Vos, 2nd August—Java 24th July—Sugar—Yuen Fat Hong.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 2nd August.  
 Chantai, German str., for Bangkok.  
 Helene, German str., for Hoihow.  
 Kaga Maru, Japanese str., for Nagasaki.  
 Kuman Maru, Japanese str., for Singapore.  
 Laiang, British str., for Quing Chow Wan.  
 Mauch, French str., for Singapore.  
 Polyphenus, British str., for Singapore.  
 Siam, Danish str., for Singapore.

## DEPARTURES.

2nd August.  
 CHILL, British str., for Quing Chow Wan.  
 DRUPAR, Norwegian str., for Bangkok.  
 ERNEST SIMONS, French str., for Europe, &c.  
 FUKU MARU, Japanese str., for Singapore.  
 HAIKANG, British str., for Swatow.  
 HANOI, French str., for Saigon.  
 KAIFUKU MARU, Japanese str., for Moji.  
 KWONGSANG, British str., for Shanghai.  
 LAWEILL, British str., for New York.  
 SEANG BEE, British str., for Amoy.

## SHIPPING REPORTS.

The British str. Polyphenus reports: Unsettled weather throughout.  
 The British str. Zofiro reports: Moderate S. to S.W. wind and fine weather.  
 The British str. Hainun reports: Moderate W.S.W. to S.W. wind, sky cloudy with passing rain and lightning.  
 The British str. Chipping reports: Fine weather and moderate N.E. swell from N.E. Preliminary to Barren Islands; from Heilshaus to Turakout, moderate gale with wind shifting from N.W. to S.W. with high sea; Turnabout to Brothers, moderate S.W. monsoon and sea; Brothers to Hongkong, light S.W. monsoon, sea and hazy.

## STEAMERS PASSED THE CANAL.

July 5th—Bendavia, Carnarvonshire, Manchester Castle, Sumbia, Tilan. 8th—Dionis Mityan. 12th—Spacia, Voracaria. 15th—Hector, Indraganti, Pera, Senegambia, Suruga, Gichen, Illas, Liberia, Socotra. 22nd—Althol, Atilano Maru, Villa de la Ciotat, Yorit, Anhol. 26th—China Wo, Laertes, Yunnan, Indravilli. 29th—Anbia, Armand Belic, Deuclioh, Kavechi Maru, Meinam, Perseus, Suevia, Syria, Baduini.

## ARRIVALS AT HOME.

July 29th—Idomeneus, Kano Maru, Peking.

## VESSELS ON THE BERTH.

SOCIETA ANONIMA NAZIONALE DI SEVIZI MARITIMI ROMA.

STEAM FOR BOMBAY.  
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MENDEL, NAFLOS, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship.

"ISCHIA."  
 Captain Belito, will be despatched as above on FRIDAY, the 12th inst., at 3 p.m.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Hongkong, 1st August, 1910. [4]

## "SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship.

"CARDIGANSHIRE."  
 Captain W. O. Tyers, will be despatched as above on or about 15th August.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents,  
 Hongkong, 25th July, 1910. [861]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPART.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, B.N.M.	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	POONA	Brit. str.	—	A. F. Vico, B.N.M.	P. & O. S. N. Co.	On 10th inst., at 5 p.m.
LONDON, ROTTERDAM & ANTWERP.	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SERGOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 9th inst.
COPENHAGEN & ST. PETERSBURG.	INDIAN	Ger. str.	k. w.	v. Dohren	MELCHERS & Co.	On 13th inst.
HAVRE & HAMBURG via STRAITS, &c.	CANDIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG via STRAITS, &c.	SEPIA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 10th Sept.
ANTWERP & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k. w.	Schwabhammer	HAMBURG-AMERICA LINE	On 5th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	VALAKA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 9th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYTHESIN	Frenc. str.	—	Brano	MESSAGERIES MARITIMES	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	Wm. Thomson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES & HAMBURG via STRAITS, &c.	SAKONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 31st inst.
MARSEILLES, GENOA, ALGIERES, GIBRALTAR, &c.	KLIRIT	Ger. str.	—	O. Fahnke	MELCHERS & Co.	On 27th inst., at Noon
TRIESTE, &c. via SINGAPORE, &c.	SILEZIA	Brit. str.	—	E. Radonich	SANDER, WIELER & Co.	On 26th inst.
NEW YORK	BRAMAR	Ital. str.	k. w.	Lorenzon	CARLOWITZ & Co.	About 17th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL.	ALBERCA	Am. str.	—	—	SHERMAN, TOMES & Co.	On 6th inst., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC CO.	On 16th inst., at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 23rd inst.
VICTORIA, VANCOUVER, H.C. TACOMA, &c.	REDHILL	Brit. str.	—	H. E. Dorell	NIPPON YUSEN KAISHA	On 13th Sept., at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 16th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
CALLAO IQUIQUE, &c. via JAPAN PORTS, &c.	CHICAGO MARU	Jap. str.	—	L. Goto	OSAKA SHOSHEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	KITO MARU	Jap. str.	—	M. Yagi	TOYO KISEN KAISHA	On 5th inst., at Noon
AUSTRALIAN PORTS via MANILA	PHINZ WALDEMAR	Ger. str.	—	F. Isako	NIPPON YUSEN KAISHA	On 13th inst., at D'light
AUSTRALIAN PORTS via MANILA	TAIWAN	Jap. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
KOBE & YOKOHAMA	MIYAZAKI MARU	Jap. str.	—	T. Mural	MELCHERS & Co.	To-morrow, at Noon.
KOBE & YOKOHAMA	PHINZ SIGISMUND	Ger. str.	—	D. Lens	NIPPON YUSEN KAISHA	About 23rd inst.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	JAVA-CHINA-JAPAN LINE	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	TAIYATAP	Dut. str.	—	Zwart	BUTTERFIELD & SWIRE	Quick despatch.
CHEFOO & NEWCHOW	NANCHANG	Jap. str.	1 m.	Kensie	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 p.m.
TIENTSIN	CHIPSING	Brit. str.	—	F. Mooney	NIPPON YUSEN KAISHA	On 5th inst., at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU	Jap. str.	—	E. Combes	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	BUJUN MARU	Brit. str.	1 m.	Y. Fuenao	OSAKA SHOSHEN KAISHA	To-morrow, at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at Daylight
SHANGHAI	DEVANNA	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at Noon
SHANGHAI	HEANGSANG	Brit. str.	—	W. D. A. Thomas	DYER, SASSON & Co., Ltd.	On 8th inst., at Noon.
SHANGHAI	BRATON APGAR	Brit. str.	—	G. Bolte	MELCHERS & Co.	About 10th inst.
SHANGHAI KOBE & MOJI	GORDEN	Ger. str.	—	W. W. Cooke, B.N.M.	P. & O. S. N. Co.	About 11th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PERA	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 12th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SEPIA	Ger. str.	k. w.	—	MESSAGERIES MARITIMES	On 15th inst., p.m.
SHANGHAI, KOBE & YOKOHAMA	SALAZIE	Frenc. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 26th inst.
SHANGHAI, KOBE & MOJI	ALBESIA	Ger. str.	k. w.	—	MELCHERS & Co.	On 7th inst.
SHANGHAI, KOBE & YOKOHAMA	YEDDO	Dut. str.	—	J. P. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	TITOBAS	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	To-day, at Noon.
ANPING via SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 7th inst., at 10 a.m.
TAMSU via SWATOW & AMOY	DAISET MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAFRAIK & Co.	To-day, at 10 a.m.
SWATOW, CHEFOO & TIENTSIN	HAIRUN	Brit. str.	2 h.	A. G. Hooker	DOUGLAS LAFRAIK & Co.	To-day, at 4 p.m.
SWATOW, AMOY & FOCHOW	KUICHOW	Brit. str.	1 m.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 5th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 9th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 12th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	SINANG	Brit. str.	1 m.	Jamson	BUTTERFIELD & SWIRE	To-morrow, at 6 a.m.
HAIPHONG	TEAN	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 12th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
MANILA	YUENKANG	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 5th inst., at 4 p.m.
MANILA	BUBI	Brit. str.	1 m.	H. A. Harde	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
MANILA	SUKIANG	Brit. str.	—	F. Somhill	MELCHERS & Co.	End of Aug.
LOILO & CEBU	BORNEO	Ger. str.	—	E. J. Todd	NIPPON YUSEN KAISHA	On 9th inst.
KUDAT & SANDAKAN	BOMBAY MARU	Jap. str.	—	Bouman	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 5 p.m.
BOMBAY via SINGAPORE & COLOMBO	LAISANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	TJEMAH	Dut. str.	—	—	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	—	—	—	—	—	—

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, VANCOUVER, B.C.  
 TACOMA & SEATTLE**  
 VIA  
**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	To Sail on or About.
REDHILL	3,889	H. E. Dorell	23rd August.
SUVERIO	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	29th October.
ATNERIC	4,362	J. Boyd	20th November.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.

Hongkong, 29th July, 1910.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. O. PARNKE	17,000	Wed'ay, 10th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. G. BOLTE	17,300	About 10th Aug.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISERKE	6,100	Saturday, 13th Aug., at D'light
YOKOHAMA & KOBE	"PRINZ SIGISMUND," 6,000		About 23rd August.
KUDAT and SANDAKAN	"BOERNE" Capt. F. SEMMILL	5,050	End of August.

Fitted with wireless Telegraphy New System of Telefunken.  
 For further Particulars, apply to

**NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.**

Hongkong, 2nd August, 1910.

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.  
 "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.	From Quebec.
"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.	
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" FRI., 23rd Sept.	
"EMPERESS OF CHINA" SAT., 27th Aug.	"ALLAN LINE" FRIDAY, 14th Oct.	
"EMPERESS OF INDIA" SAT., 17th Sept.	"EMPERESS OF IRELAND" FRI., 4th Nov.	
"EMPERESS OF JAPAN" SAT., 8th Oct.		
"MONTEAGLE" TUESDAY, 8th Nov.		

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus, via Canadian Atlantic Ports or New York 271.10 Hongkong to London, 1st Class ..... 243 .. 245.  
 Intermediate rates on Steamers .....  
 and 1st Class Railway .....  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the Atlantic by Canadian Pacific direct Line.  
 E.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, General Traffic Agent for China,  
 Corner Polder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE" Capt. X	On 15th Aug. p.m.
MARSEILLES via PORTS	"POLYNESIE" Capt. Brano	On 16th Aug. 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27 10s. up to 27 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to—

**P. THOMAS, AGENT,**  
 Queen's Building.

Hongkong, 21st July, 1910.

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, SOYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE."  
 Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, &c. on SATURDAY, the 6th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, carrying cargo for London, &c., will be conveyed via Bombay by the "MONGOLIA," 1910.  
 Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 25th July, 1910. [1]

## HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON & NEW YORK via PORTS

AND SUEZ CANAL.

(With Liberty to call at Malabar Coast.)

"WRAY CASTLE," On or about 6th

August.

For freight and further information

apply to—

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 13th July, 1910.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	11th Aug.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon, 6th Aug.	See Special of C.A.M.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA	3 P.M., 10th Aug.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PERA	About 11th Aug.	Freight only.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent  
Hongkong, 1st August, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 3rd Aug., 3 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEICHO"	On 3rd Aug., 4 P.M.
RAIPHONG	"SINGAN"	On 4th Aug., 8 A.M.
SHANGHAI	"CHENAN"	On 4th Aug., 4 P.M.
LOILO & CEBU	"SUNGKIANG"	On 5th Aug., 4 P.M.
CHEFOO & NEWCHWANG	"NANCHANG"	On 8th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 3rd August, 1910.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 5th Aug., Noon.
TIENTSIN	"CHIPHONG"	Friday, 5th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 5th Aug., 3 P.M.
MANILA	"LOONGSANG"	Friday, 5th Aug., 4 P.M.
MANILA	"YUENSANG"	Friday, 12th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug., Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The Steamers "KUSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 3rd August, 1910.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOCHOW

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 5th Aug., at 10 A.M.
"HAICAN"	Capt. J. W. Evans	TUESDAY, 9th Aug., at 10 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 12th Aug., at 10 A.M.

FOR SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart { WED'DAY, 3rd Aug., at 10 A.M.  
SUNDAY, 7th Aug., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.  
Hongkong, 3rd August, 1910.

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## COPENHAGEN.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDBO"	On 7th August.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to  
MELOHERS & Co.,  
AGENTS.  
Hongkong, 30th July, 1910.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### HOMEWARD.

OUTWARD.	FOR ANTWERP & HAMBURG:
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. BRISQAVIA ... 5th Aug.
S.S. SPEZIA ... 12th Aug.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. ALESIA ... 26th Aug.	S.S. SEGOLIA ... 9th Aug.
S.S. AMBRIA ... 8th Sept.	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 13th Aug.
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 20th Aug.
	FOR MARSEILLES & HAMBURG:
	S.S. SAXONIA ... 31st Aug.
	FOR HAVRE & HAMBURG:
	S.S. SPEZIA ... 10th Sept.

Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 30th July, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATION	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	"WAKASA MARU" Capt. N. Nielsen	7,000	WED'DAY, 9th Aug., at 4 P.M.
	"ATSUTA MARU" Capt. Wm. Thomson	9,000	WED'DAY, 17th Aug., at Daylight
	"HITACHI MARU" Capt. N. Mathieson	7,000	WED'DAY, 31st Aug., at Daylight
VICTORIA B.C. & SEATTLE	"KAMAKURA MARU" Capt. J. Nagao	7,000	SATURDAY, 13th Aug., from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"TAMBA MARU" Capt. K. Sato	7,000	TUESDAY, 16th Aug., at 4 P.M.
	"AWA MARU" Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"NIKKO MARU" Capt. M. Yagi	6,000	FRIDAY, 5th Aug., at Noon.
	"KUMANO MARU" Capt. M. Winkler	6,000	FRIDAY, 2nd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Winkler	6,000	WED'DAY, 3rd Aug., at Noon.
SHANGHAI, MOJI and KOBE	"COLOMBO MARU" Capt. E. Combes	5,000	WED'DAY, 3rd Aug.
KOBE and YOKOHAMA	"MIYAZAKI MARU" Capt. T. Marai	9,000	THURSDAY, 4th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	"BOMBAY MARU" Capt. Teranaka	5,000	TUESDAY, 9th Aug.

# CHEAPEST SUMMER RATES

## BETWEEN HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

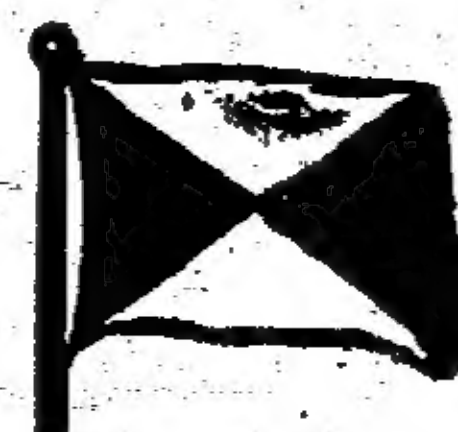
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

— Calling at Saigon.  
\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,  
MANAGER [13-125]  
Hongkong, 1st August, 1910.



# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAITRO	2540	A. Fraser	Manila	On 6th Aug., Noon.
RUBI	2540	R. Rodger	Manila	On 13th Aug., Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & Co.,  
General Managers. [12]  
Hongkong, 1st August, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR	1910.
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).	
S.S. KIYO MARU	17,200 tons gross ... Sail Aug. 25th, at Noon.
S.S. BUYO MARU	10,500 " " " " Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 " " " " Dec. 21st, at Noon.

For particulars apply to  
N. YAMADA, Acting Manager,  
TOTO KISEN KAISHA, King's Building.  
Hongkong, 6th July, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJIMAHI	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJILLWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
Yok Buildings, 1st Floor.  
Hongkong, 3rd August, 1910. Telephone No. 375. [16]

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 3rd Aug., at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 4th Aug., at Noon.
TAMSUI via SWATOW & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 7th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nippon KISEN KAISHA's Steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.  
\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER  
7031

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SEBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910, and the ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG.

Japan Office: 32, WATER STREET, YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

LABUAN COAL.

VESSLS IN DOCK.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch.

BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [623]

August 2nd.  
Kowloon Dock.—Hoangho, Gloria, Pail Dean, Laisang, Chunsang, Peofector, H.M.S. Taku.

Cosmopolitan Dock.—Henrik Ibsen.

Taikeo Dock.—Union, Phranang, Siberia.



HUGO C. A. FROMM, HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960. IMPORT SAMPLE SHOWROOMS OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN PIECE GOODS AND SUNDRIES.

POST OFFICE NOTICE Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE. The Devanha, with the English mail of the 8th July, left Singapore on Friday, the 29th inst., at 4.30 p.m., and may be expected here to-day. This packet brings the parcel mails closed in London for despatch by the all sea route on the 29th June, and for despatch overlaid on the 5th July. The China, with the American mail, is due to arrive at this port to-day.

FOR	PER	DATE
Quang Chow Wan and Haiphong	Manche	Wednesday, 3rd, 8.00 A.M.
Swatow	Haiman	Wednesday, 3rd, 9.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 3rd, 11.00 A.M.
Swatow, Amoy and Ningbo	Jishin Maru	Wednesday, 3rd, 11.00 A.M.
Swatow and Bangkok	Keongwat	Wednesday, 3rd, 11.00 A.M.
Manila	Sui Hai	Wednesday, 3rd, 1.15 P.M.
Manila	Onang	Wednesday, 3rd, 2.00 P.M.
Swatow, Chefoo and Tientsin	Kueichow	Wednesday, 3rd, 3.00 P.M.
Swatow and Sourabaya	Glenfarg	Wednesday, 3rd, 3.00 P.M.
Haifong	Singam	Wednesday, 3rd, 5.00 P.M.
SHANGHAI	Devanha	Wednesday, 3rd, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Bujun Maru	Thursday, 4th, 11.00 A.M.
Kobe and Yokohama	Miyasaki Maru	Thursday, 4th, 11.00 A.M.
Bangkok	Loosok	Thursday, 4th, 1.15 P.M.
Manila	Chenau	Thursday, 4th, 3.00 P.M.
Shanghai	Laertes	Thursday, 4th, 4.00 P.M.
Singapore, Amoy and Foochow	Haiching	Friday, 5th, 9.00 A.M.
Singapore, Penang and Calcutta	Laisang	Friday, 5th, 2.00 P.M.
Shanghai	Hangsong	Friday, 5th, 11.00 A.M.
Manila, Thursday is. Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Nikko Maru	Friday, 5th, 11.00 A.M.

FANS! FANS! FANS! There are FANS and FANS but the FREEZOR FAN is the best and better still if it has the OZONATOR attachment, OUR OWN IDEA. Gas driven Fans where Electric current is not available, or Battery and Electric Accumulator Fans for the Outports. Anything to keep cool but the "OZONATOR" has caught on, and will soon be indispensable. The Ozonator Globe and Sponge can be fixed to the guard of any fan at little cost, and the fluid Ozone can be obtained at any of the Pharmacies. One bottle of concentrated essence supplied free.

For Particulars and Prices Ring up Electrical Dept. 358 WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.

CUTLER, PALMER & CO., WINE & SPIRIT MERCHANTS OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815. LONDON ADDRESS: 3A, NEW LONDON STREET, MARK LANE, LONDON, E.C. BENEDICTINE, D.O.M. BRANDY ★★★★★ "★★★★★" "★★★★★" "IMPERIAL WHISKY" (A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.) WHISKY, PALL MALL WHISKY, JOHNNIE WALKER'S OLD HIGHLAND WHISKY, DO. WHITE LABEL WHISKY, C. P. & CO.'S "SPECIAL BLEND" PORT WINE, INVALIDS PORT WINE, DOURO SHERRY, LA TORRE SHERRY, AMOROSO THE ABOVE ARE EXCLUSIVELY SHIPPED TO SIEMSEN & CO., HONGKONG AGENTS.

The Smoking Mixture of Many Merits. WILLS'S CAPSTAN MIXTURE. Skilfully blended of carefully selected growths of Leaf, it will be found perfect in combustion and a delightfully cool and sweet smoke of delicate aroma. "Let those smoke now who never smoked before And those who always smoked now smoke the more." Mild, Medium and Full Strengths. SOLD EVERYWHERE.

SHARE LIST. QUOTATIONS. HONGKONG, AUGUST 2ND, 1910.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$91, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$84, sellers
COTTON MILLS—				
Euro Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$44, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57
Loan-King-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Boy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19, buyers
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$51, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 118
Lawrence & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$64, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$193, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$82, sellers
Hongkong Lopo Manufacturing Co., Limited	5,000	\$25	all	\$135, buyers
INSURANCE—				
Chartered Insurance Office Co., Limited	10,000	\$250	\$50	\$170, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$124, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$72, sellers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$850
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$200
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$98 1/2, sd. sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$34, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sd. buyers
Mining—				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720, sales
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$14, sales
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$167, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Pisco Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$25	all	\$37, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	30,000	\$15	\$15	\$32, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	65, sd. 1/2 don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	98, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$13, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sd. & buy.
STRENGTH AND DURABILITY—				
Campbell, Moore & Co., Limited	20,000	\$5	\$5	\$5, buyers
Wm. Powell, Limited	1,200	\$10	all	\$10
Watkins, Limited	15,000	\$7	\$7	\$24, sellers
A. S. Watson & Co., Limited	10,000	\$10	\$10	\$3, sellers
Weissmann, Limited	90,000	\$10	\$10	\$4, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$30
RUBBERS—				
Allagars	—	—	—	6/3
Anglo-Malays	—	—	—	2/6
Balgonies	—	—	—	11/7 (8 1/2)
Bata Tires	—	—	—	11/0
Bukit Kajang	—	—	—	63/6
Castelfields, fully paid	—	—	—	125/
Cheviote	—	—	—	30/
Eastern and International	—	—	—	25/6 div. prem.
Highlands and Lowlands	—	—	—	125/
Kanunings	—	—	—	7/6 prem.
Kuala Lumpur	—	—	—	19/6
Labus	—	—	—	81/6
Ledbury's	—	—	—	56/6
Linggis	—	—	—	14/
London Asiatics	—	—	—	7/
London Ventures	—	—	—	8/
Morlanous	—	—	—	8/8 (8 1/2)
Pogohs	—	—	—	32/4
Sapungs	—	—	—	15/5 (8 1/2)
Shelfords	—	—	—	14/6
Singapore and Johore	—	—	—	15/5 (8 1/2)
Sutnara Pans	—	—	—	14/6
Sungei-Kapang	—	—	—	135/
United Serdangs	—	—	—	—
Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

COMMERCIAL. EXCHANGE CLOSING QUOTATIONS. August 2nd. ON LONDON— Telegraphic Transfer 1/9 1/2 Bank Bills, on demand 1/9 1/2 Bank Bills, at 30 days' sight 1/9 1/2 Bank Bills, at 4 months' sight 1/9 1/2 Credits, at 4 months' sight 1/9 1/2 Documentary Bills 4 months' sight 1/9 1/2 ON PARIS— Bank Bills, on demand 224 1/2 Credits, at 4 months' sight 228 ON GERMANY— On demand 182 ON NEW YORK— Bank Bills, on demand 43 1/2 Credits, at 60 days' sight 44 1/2 ON BOMBAY— Telegraphic Transfer 133 1/2 Bank, on demand 133 1/2 ON CALCUTTA— Telegraphic Transfer 133 1/2 Bank, on demand 133 1/2 ON SHANGHAI— Bank, at sight 74 1/2 Private, 30 days' sight 74 1/2 ON YOKOHAMA— On demand 57 1/2 ON MANILA— On demand—Pesos—87 1/2 ON SINGAPORE— On demand 75 1/2 ON BATAVIA— On demand 106 1/2 ON HAIPHONG— On demand 2 1/2 ON SAIGON— On demand 2 1/2 ON HONGKONG— Bank's Buying Rate \$11.20 SOVEREIGN, 100 fms, per toel \$58.70 GOLD LAMP, per oz. \$24 1/2 BAR SILVER, per oz. \$24 1/2 SUBSIDIARY COINS— per cent Chinese 20 cents pieces \$5.40 discount Chinese 100 " \$5.88 Hongkong 20 " \$6.20 Hongkong 10 " \$6.54

Orenstein & Koppel, Berlin, London, Calcutta, etc. MANUFACTURERS OF Portable and Permanent Railways, Materials of every description for full size and small gauge Railways, as Locomotives, Passenger and Goods Carriages. Rails of various gauges as well as Track, Switches, Turntables. Tipping Cars, Bogies, Signals, etc., etc. Also Implements and Tools for Railway Construction and other purposes. Always in Stock at Shanghai and Hongkong. GENERAL AGENTS FOR CHINA: SIEMSEN & CO., Machinery Dept. Hongkong and Canton.

OPTUM. July 26th.			
Quotations are—			
Malwa New	...	\$1,950/2,000 per picul.	
Malwa Old	...	\$2,010/2,050	
Malwa Older	...	\$2,060/2,100	
Malwa V. Old	...	\$2,110/2,150	
Persian fine quality	...	\$1,400/1,500	
Persian extra fine	...	\$2,100	
Patna New	...	\$1,700	per chest.
Patna Old	...	\$1,750	
Benares New	...	\$1,750	
Benares Old	...	\$1,720	
HONGKONG METEOROLOGICAL REGISTER. Hongkong Observatory, August 2nd.			
Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.	On Date at 8 p.m.
Barometer	29.85	29.71	29.64
Temperature	86	81	79
Humidity	85	85	86
Wind Direction	SW	East	E
Force	3	1	1
Weather	0	0	1
Rain	0	1.13	0
Highest open air Temperature on 1st... 89			
Lowest open air Temperature on 1st... 81			
MESSRS. FALCONER & CO'S REGISTER. August 2nd.			
Barometer 9 a.m.	29.72	Therm. (Wetbulb) 9 a.m.	79
Barometer 1 p.m.	29.70	Therm. (Wetbulb) 1 p.m.	80
Barometer 4 p.m.	29.68	Therm. (Wetbulb) 4 p.m.	80
Thermom. 9 a.m.	83	Therm. Maximum	83
Thermom. 1 p.m.	83	Therm. Minimum	79
Thermom. 4 p.m.	83	Therm. Minimum	79